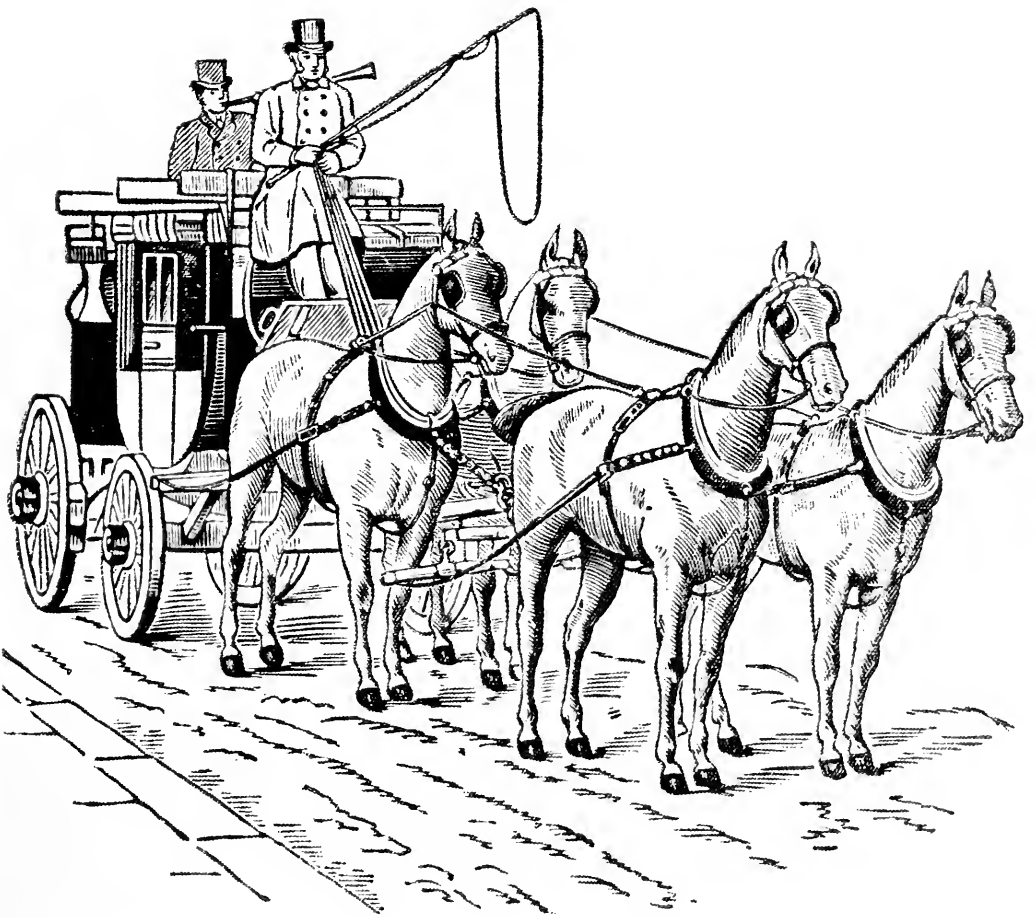
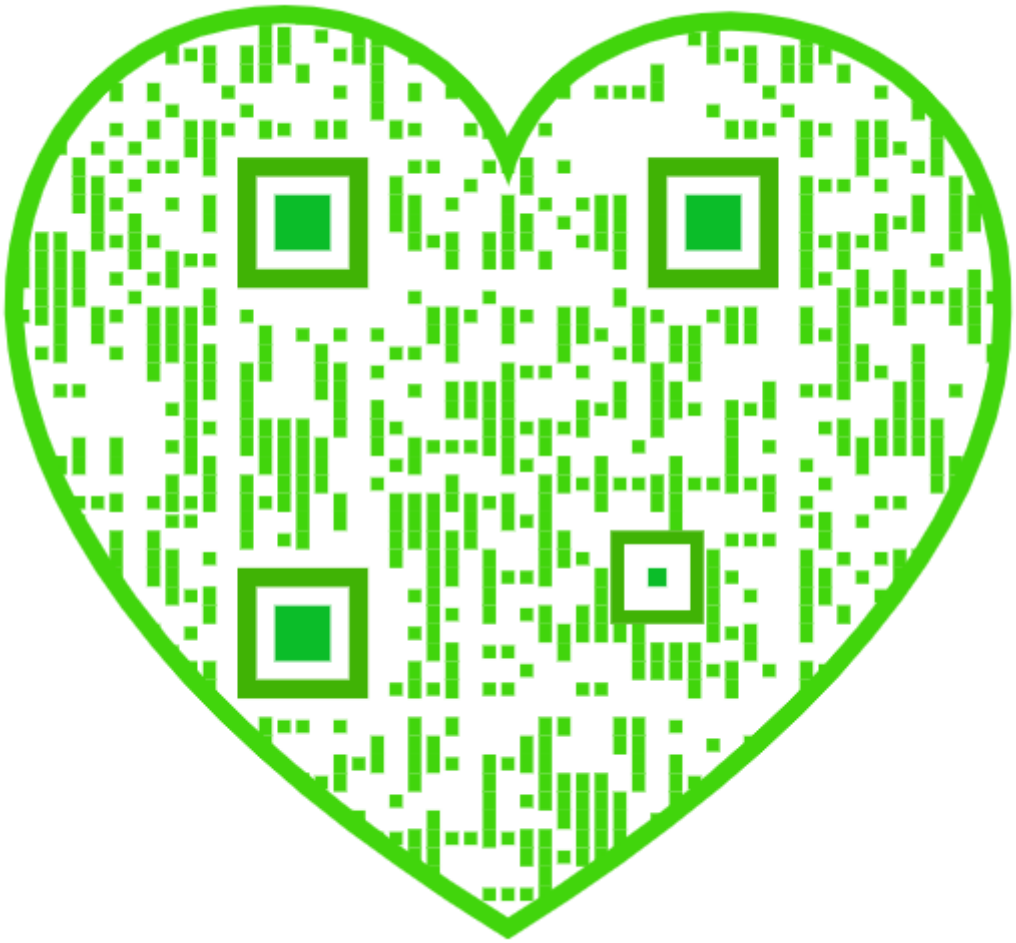
E. HOWLETT





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DRIVING LESSONS

E. Howlett and family.

E. HOWLETT

Driving Lessons

NEW YORK
R. H. RUSSELL & SON
1894

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R. H. RUSSELL & SON

Press of J. J. Little & Co.
Astor Place, New York

I DEDICATE THIS BOOK

to W. G. Tiffany

MY OLDEST CLIENT AND FRIEND,

In remembrance of pleasant times passed together on a coach.

EDWIN HOWLETT

TO MY PUPILS

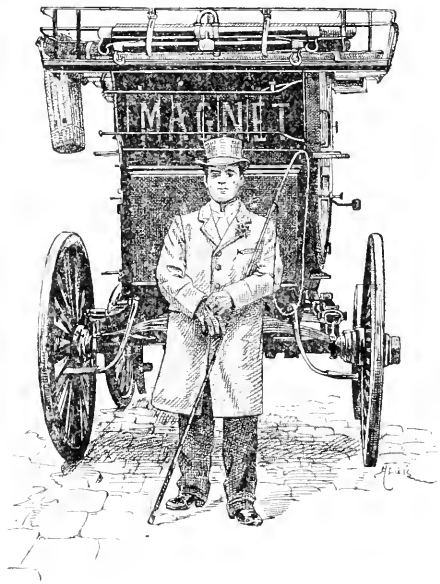
My pupils have often asked me to write a book of instructions on the management of four horses.

I am not a practiced writer; but in order to comply with their wishes, I will try to explain here what I have been teaching for a great many years.

If they will permit me to commend this volume to their kind attention, it will be the best recompense I can ask for my work in preparing it.

E. HOWLETT.

PARIS, MARCH, 1802.



PREFACE

In Paris, London, and New York, the art of Coaching has been remarkably developed. Many clubs have been formed in order that amateurs of the sport might congregate, and men of the highest social position do not disdain driving the public coaches which run daily.

If I employ the word *art* in speaking of coaching, it is for the reason that only by

close attention to such lessons as are taught in this volume can perfection, which is the ideal of all art, be attained.

It is a luxurious pleasure, perhaps, to display one of these turnouts, but it is surely an elegant pastime. In order to practice this sport in perfection, you should be possessed of many qualities that cannot be acquired by money alone, and one cannot arrive at correctness or perfection unless possessed of much tact and *savoir-faire*. Once the tools are organized, the coach built according to the best and most sensible principles, and four well-matched horses with good action have been selected; then the owner must learn how to drive them properly, for it is not good form to be driven on a coach by one's coachman.

Now begins the art of driving, which

Coach on a straight line, just as the driver takes up his leaders before making a turn.

Howlett has brought to the highest degree of perfection. In a book entitled "*Paris au Bois*," Crafty, the well-known writer and authority on sporting subjects, gives a sketch of Howlett so absolutely true that I permit myself to quote it here :

" In noting the rapid development of four-in-hand
" driving, I would commit an unpardonable over-
" sight and injustice if I did not speak of a man
" who has done more than anyone else for its won-
" derful progress. I refer to Howlett, the founder
" of the dynasty.

" The art of driving four horses is not the result of
" reflection. It is not a talent you can develop in
" the retirement of your study ; you must study it
" in the field, have the horses and carriage—in a
" word, all the necessary tools.

" All these appliances Howlett has offered to the
" young student, as well as his incomparable in-
" structions, which are given with admirable
" patience, marvellous perseverance and politeness,
" together with imperturbable composure and a
" presence of mind always on the alert.

" He has been the instructor of the majority of
" the skillful four-in-hand drivers, and there is not

" one of his pupils who is not ready to attest that " he owes his knowledge to the untiring attention " of the professor who has given him the benefit " of his incomparable experiences. This man, who " plays with a four-in-hand as Paganini played on " the violin, calmly regards all the false notes made " by the neophytes, whom he assists with his coun- " sels, never interfering unless he is called upon for " help. Should his assistance not be called for, he " allows an accident to occur with a resignation " worthy of praise ; for, after all, his limbs are as " much in danger as those of his pupils. But when " the mishap has occurred, you should see with " what activity he remedies it.

" He has been known more than once to take off, " pick up and put to, by himself, all his horses " thrown down at once by the lack of skill of a " pupil.

" On these occasions he is of more value than a " detachment of grooms. Without seeming hurry " he touches at once the proper strap to be un- " buckled in order to loosen the harness, stepping " in the midst of the legs of the horses that are " down with a fearlessness that recognizes no " danger, he puts everything in order and mounts " to his seat beside the culprit as quietly as if noth- " ing had happened."

Another sporting writer and well-known whip, the first in France to write a book on four-horse driving,

Monsieur Donatien Levesque, in the "*Grandes Guides*," speaks of Professor Howlett as follows:

"His ability in driving is very great, and his way "of teaching so precise, so clear and mild, that "none of my many professors have left such agree- "able impressions with me.

"In a few lessons, for which he supplies the team, "he gives you precepts that you would never dis- "cover yourself, even by long practice, and what is "often missing in many coachmen—incontestable "individual ability."

This is a portrait in its truest light of the man whom all amateurs of four-horse driving are able to appreciate, as much for his talent as for his character. I will now sketch a few lines of his life, which will show that during his childhood Howlett studied and practiced the art discussed by him in this volume.

Edwin Howlett was born in Paris on the fifth day of May, 1835; he is one of the seven sons of John Howlett, of Nor-

wich, (Norfolk), coachman to the Marquis of Hereford.

From the age of eleven, Edwin Howlett was able to look out for himself, having in a way the intuition of his trade, being skillful, careful, and devoted to his horses. At sixteen he entered the service of the Princess Bacciochi; he afterwards served as second coachman with Monsieur Alexandre Horvath; and in 1852 with Prince Pericles Gikha, who took him to Vienna and gave him the management of his stable. Later, Howlett was trusted by the Prince to bring the team back to Paris by road. Leaving Vienna on the twenty-seventh of October, 1852, he arrived in Paris on the sixteenth of December, without any of the horses being in the least tired, and without accident of any kind.

In 1853, Howlett was with Mr. Spencer Cowper (who was setting up his establishment, having just married the Countess d'Orsay,) as second coachman under the orders of his father, whom he succeeded in 1855.

After nine years in this confidential position, during which time the neatness of the turnouts was remarked, Howlett established himself in business; he started with ten horses and seven carriages at 15 Rue Jean-Goujon, Paris, where he is at the present time.

Only after long and sustained effort, having gone through many hard times with name and reputation unimpeached, has he attained to the prosperity and notoriety which his establishment now possesses.

His five sons, worthy representatives of

their father, work with him, give lessons, and travel about wherever they may be called, teaching the methods in which they have been instructed by their father.

We all saw at the "Concours Hippique," his youngest son, then aged seven years, strapped to his seat while driving four horses with ability and great coolness, turning small figure eights on the show grounds; and we can certify that neither of his daughters would be in the least troubled to manage a drag in the thronged thoroughfares of Paris.

It is, therefore, rare good luck for the public to find in this volume the lessons of the professor who has taught most of our drivers, among whom are mentioned:

Mesdames,

M^lle de Buffieres. — M^me Barker. — M^lle L.

EUSTIS. — Mme PEDRENO. — Mme PRINCE. — Mlle MABEL SIMPKINS. — Bne ZUYLEN DE NYEVELT.

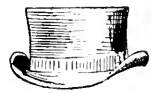
Messieurs,

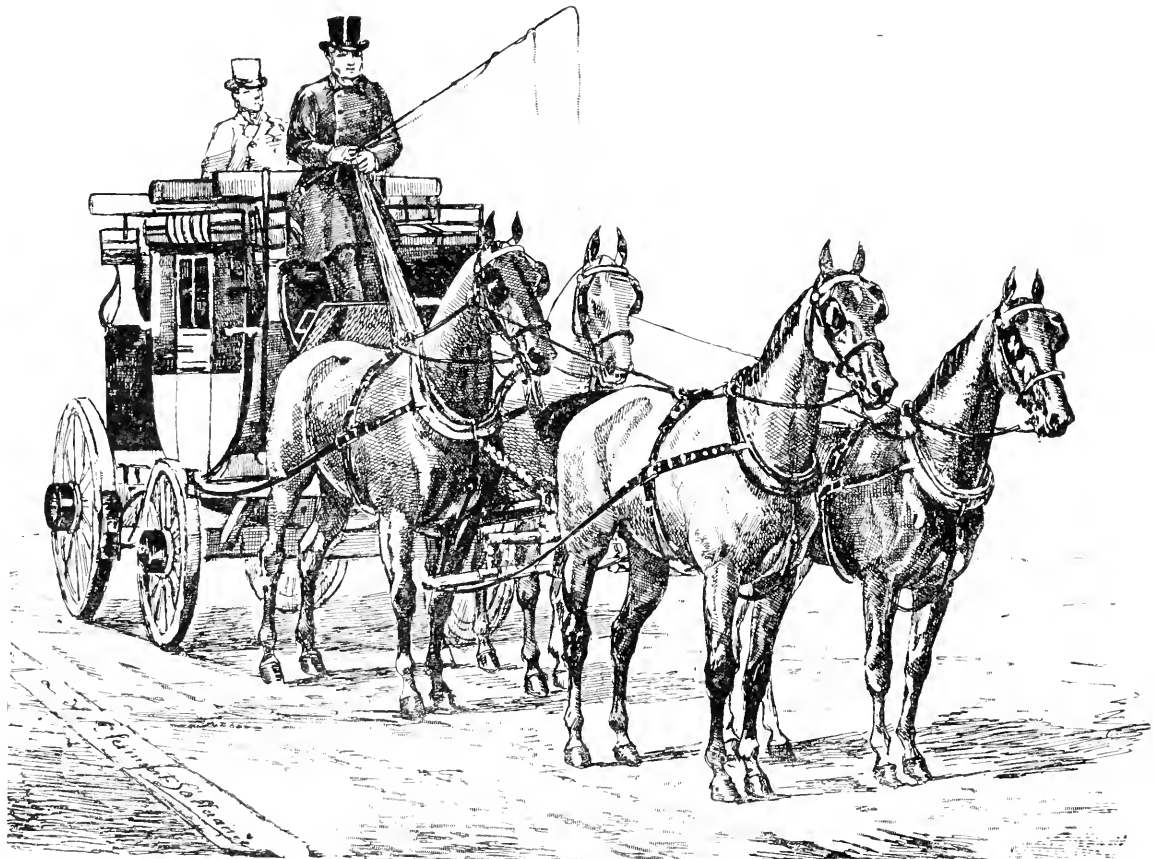
Cte d'ALSACE. — Cte Ph. d'ALSACE. — Cte d'AMILLY. — Mis d'AUDIFFRET-PASQUIER. — ARNAUD de l'Ariège. — ADAM. — APPLETON. — ARBUTHNOT. — PUISSANT D'AGIMONT. — Cte de BERTHIER. — BERTIN. — O. P. H. BELMONT. — Cte de BARRAL. — BRONSON. — E. D. BEYLARD. — Cte CH. D. de BEAUREGARD. — Cte COSTA de BEAUREGARD. — Bon de CARAYON LA TOUR. — Duc DECAZES. — Louis CORDONNIER. — E. CORDONNIER. — CHANU. — CRUGER. — CANER. — DELAGARDE. — DESGENETAIS. — W. B. DUNCAN. — Bon d'ESTE. — W. C. EUSTIS. — D. ENGLISH. — FAIRMAN-ROGERS. — Vte B. de GIRONDE. — O. GALLICE. — Mis de GUADALMINA. — Bon de la GRANGE O'TARD. — GOOCH. — GOFFIN. — Cte de GRAMONT D'ASTER. — GARDENER. — Cte JAMETEL. — FOXHALL KEENE — Bon LEJEUNE. — Guillaume, Joseph, Louis and Lucien LAVESSIERE. — Donatien LEVESQUE. — MAYEUR. — MEURINNE. — Bon de NEUFLIZE. — Duc de LORGES. — Cte de POURTALES. — Vte PERNETY. — de QUADRA. —

B^on Edouard de ROTHSCHILD. — Henri RENARD. — John SIMPKINS. — Paul SCHNEIDER. — H^ble M. SANDYS — SIMPSON. — SCREPEL. — J. STERN. — Nathaniel, E.-V.-R., John and Bayard THAYER. — W. G. TIFFANY. — THORNDYKE. — B.-R. WINTHROP. — W.-S. WEBB. — C^te H. d'YANVILLE. — P. YTURBE. — B^on ZUYLEN de NYEVELT. — Prince ZURLO.

I could continue this already long list indefinitely, for Howlett gives twelve hundred four-in-hand lessons a year.

C^te de CLERMONT-GALLERANDE.





Coach Team ready for Lesson.

Preliminary Advice

It is a mistake to say that one has bad hands. The hand being an instrument directed by the will, ought to execute instantly what the mind orders; it may be more or less clumsily done, according to the intelligence and aptitude of the mind that directs it.

When you drive four horses through large towns, you must count only on yourself, for it is seldom you are helped by the other drivers; on the contrary, they will often get in your way.

Since coaching has so rapidly developed in France and America, and above all in Paris, thanks to the proprietor of the *New York Herald* and

several other coaching men, all these gentlemen agree in saying that it is due to my teaching that they are devotees of the sport.

All my pupils in their first ten lessons complete the course which embraces the whole of my teaching; I do not mean to say that in that time they become perfect whips, but they learn enough to surmount serious difficulties.

The first lesson is usually a mystification to the pupil; he does not know which rein to touch, and generally touches the wrong one.

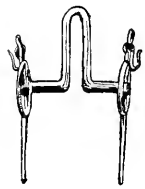
Many coachmen have no idea of the sensibility of a horse's mouth, pulling at it as though it were a windlass. Some say: "I am very strong; I can drive for two hours. Look at my arms; I exercise with dumb-bells," etc., etc. It is often these people who are used up first; for it is not so much force and power that you want as the knack of using it. I will mention, as an example, an amateur who said to me: "When I use my strength, I can pull my four horses back on their hocks." One day, when he should have shown his strength, he was so

used up that if I had not been there and taken the reins we would have gone straight into the river. I own that one of the horses pulled, but this Hercules believed too much in himself.

Another man who owns a coach and is well known for his fine turnouts, in short a great amateur, came to me for one lesson to improve his driving. In the lesson hour he saw so much new to him that as he dismounted he said to me: "I thought that I knew all, and I now see that I know nothing." After that lesson he became one of my best pupils.

To drive, you must know how to bit your horses well. Nearly everyone has a way of his own; but I must say here that it is not the *way* only; each horse requires a different mouthpiece, that which is good with one often being bad with another. It is indispensable that you should use the bit best suited to your horse, so you must find which of many does suit him, and then fit it to him. One day one of my clients, to whom I had lent a very good bit that just fitted his pulling horse, came

to tell me that the bit did not prevent the horse from nearly pulling his arms off. I saw that it was not the fault of the bit, but of the way it was adjusted. I fitted and placed it where it ought to be, and five minutes after the owner said: "I do not recognize my horse, he is so light in hand."



I give here the shape of this excellent bit, and the way of using it.

It is an ordinary straight mouthpiece with a port four and a half inches high, which can be put to any kind of cheek-piece.

The majority of old horses you buy, having generally been driven by bad coachmen, have their lower jaw absolutely insensible. To have them light in hand, it is necessary to find a spot where the surface is, as we say in France, virginal; my bit precisely supplies this want.

The reins being placed under the centre of the mouthpiece, at the moment when they begin their pulling, the high port sways with the centre of the mouthpiece and touches the horse's palate; that is

on the condition that the curb chain is loose enough for it to do so, and that the noseband is sufficiently tight to prevent the horse from opening his mouth: otherwise he avoids the contact of the port. As you well know, the further the reins are from the centre, the more considerable is the strength of sway of the high port. In the chapter on harness, I will explain how a noseband ought to be made in order to shut a horse's mouth.

If, while out driving, a horse pulls very badly and you have no high port with you, here is an excellent way to stop him. Take off the curb on one side and pass the end round the noseband (the curb untwisted), and hook it up rather tight, so that the curb finds a new bearing: it prevents the bit from playing so easily and makes the horse lighter in hand.

Men of all nationalities have told me that my horses are very agreeable to drive: it is solely because they are well bitted. But I often have horses with nasty mouths, hard pullers, but I fit them so that women can and do drive them.

A well-known lord once said to me: "I often hire four or five teams to run out to the races when at home, but I have never had such good ones as yours, or so well bitted." That was a long time ago, but it is satisfactory for me to know that I can please Englishmen, although I live in Paris.

In driving four horses, the four reins ought to be placed in the left hand, and rest there, firmly held.

It is indispensable that the reins should be well adjusted, that is, they must be equally drawn up. I call the left hand the pivot. You must put order in all your commands, and give time to your horses to execute them; you must not hold your reins too tight, for if you do it will provoke a stop at the first command.

Many people believe that the horses ought to obey them simply because they have in their minds what they want the animals to do, and they are quite astonished that the poor horses do not comply.

If you want to make the letter L and only make the perpendicular stroke, it will be | and not L. It is the same when you only order your horses

Turning an acute angle to the right between the Pavilion d'Armenonville and the Boulevard Maillot (see page 112).

to do half what you wish of them—it is impossible that they can execute the whole.

Some say that my horses run on by themselves: let anyone try to drive them and he will soon change his opinion. I have never yet found horses, even those the best trained, that could turn a figure ∞ by themselves.

The reins always slipping out of the hands proves that the fingers are not closed on them sufficiently, and that the thumb is often closed in the hand with the reins.

Suppose a person is drowning and you throw him a rope; he will take hold of it instinctively with a full hand, the thumb goes over the forefinger, thus completing the closed hand, and is its padlock. In all driving, the position of the fingers should be the same as that of the drowning person's on the rope.

It is the same for driving one or two horses; very few amateur or professional drivers know where the reins ought to be placed in the hands to give them the most power with the least effort: for

the left hand, it is on the joint of the forefinger nearest the hand; for the right, under the joint nearest the palm.

For four horses, the two fingers that hold the reins are the little finger and the fourth or ring finger of the left hand; therefore these two fingers ought always to be shut.

Those who know, or think they know, how to drive, will perhaps think that I have used many words to say very little; but I must answer that I do not write for those who know, but for those who want to learn or to become more skillful.

When I drive, I like to *taste* with my hand what I am doing. Many persons do not know what pleasure there is in touching or feeling a horse's mouth; they think that when they jerk the reins to the right or the left that the horse ought to turn. Some do still worse, and jerk the rein violently, which is sufficient to tear the skin from the lower jaw; they could not stand one hundredth part of such a pull on their own mouths. By this brutal movement they tear the flesh and make

wounds which bring on suppuration. These wounds are a long time in getting well, and, when the bit comes in contact with them, are very painful. All this happens when you become angry because the horse does not understand your idea. You blame the horse, but it is you who are in the wrong. How many times, too, when the horse does not do as well as he might, comes the cut of the whip, given badly and not at the right time. I have very often said that it is the driver who ought to have the thrashing—not the horse. I have never liked to whip my horses, and by kind treatment I have obtained what I wanted of them better than by being brutal. From my point of view, horses need the whip sometimes when being driven by awkward places; then I hit hard once or twice, and in these cases generally leave a wale.

Many believe that a horse's hide cannot be cut with a four-horse whip; but I have made a cut, about three inches long, through the skin

of a leader's flank, and the middle inch went into the flesh. Another time, I was driving with a pupil's horses; the off leader would not turn to the left, and I gave him one stroke with the whip when all the team excepting him were coming to the left. My stroke carried him into his place.

At another time a well-known amateur of my acquaintance had, with me, a few quite lively moments at the St. Dominique fountain. After having tried unsuccessfully to turn the corners, in consequence of the off leader being very stubborn, I tried an experiment. I laid a stroke on the inside of his neck, from his ear along his back to his tail; I waled him, but we got through.

At the last "Concours Hippique," I had a near leader who refused to go into the gateway of the Champs Elysées, throwing himself to the left. I gave him two strokes on the near side and got through the first gate; but when I had to stop to have the second doorway opened, the same horse, frightened by the dark passage,

attempted to mount the right staircase. Three or four hundred people were around the carriage, and a serious accident might have occurred. I again had recourse to my whip and laid a stroke on the inside of my near leader, which carried us into the middle of the ring of the "Concours Hippique."

The whip is indispensable, and those who wish to learn to drive without it are very wrong; for later, when they wish to begin to carry it, they find it so much in the way that they put it back in the socket. I oblige my pupils to carry the whip from the first, and compel them to keep it; I have no socket in my carriage.

In the following chapter, I will endeavor to explain many of the useful strokes which may be given with the whip, showing how and when they should be applied; for there is not only a time but a place for each stroke, and the whip when used must be used intelligently in order to obtain desired result from your horses.

It is hardly necessary for me to add that the unintelligent use of the whip is not only cruel, but worse than useless, and has been the cause of many an accident.

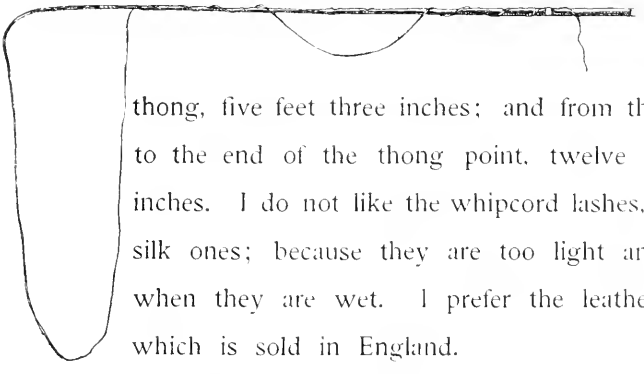
Turning an acute angle to the left (see page 117) in the Bois de Boulogne, between the Pavilion d'Armenonville and the Boulevard Maillot.

The Four-Horse Whip

AND THE WAY TO USE IT

I will show the way to lay on a few strokes; but how long should the whip be?

From the bottom of the ferrule to the knot



of the leather thong, five feet three inches; and from that knot to the end of the thong point, twelve feet six inches. I do not like the whipcord lashes, neither silk ones; because they are too light and stick when they are wet. I prefer the leather point which is sold in England.

When not in use, always keep your whip hung on a circle about five inches in diameter.

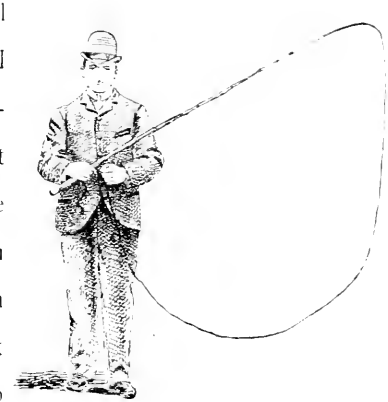
Never lengthen the curves of the thong, as there is whalebone in the top, and it will bend or break at the neck where the thong is joined to the stick; if this is done, you lose the good fall of the whip and cannot hit a horse well with it. I prefer a whip rather heavy than one too light, because you can touch a horse lightly with a heavy one, while it is impossible to strike hard with a light one. A whip should be a tool and not a plaything.

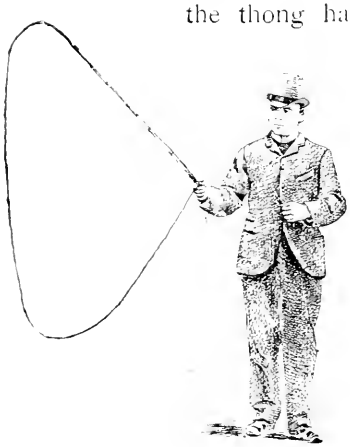
You hold your whip about three parts up the leather handle, leaving the second ferrule just above your right hand, taking the point end of your thong in the left. You then deposit the end of the thong in your right hand, letting from six inches to a foot hang below your hand. Now comes the time to throw the double thong, or catch it round the stick in the proper way.

I find my way the easiest, for eight times out of ten you get it right.

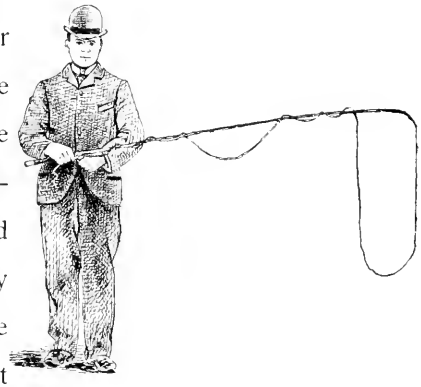
Following my method, all my pupils learn it in five minutes, while many drivers do not

know how after ten years of practice. All four-horse drivers ought, when they drive, to have their thong round the stick, as I will explain: Holding your whip as I have said, place it nearly horizontally across the body, your right hand level with the pit of the stomach, at about four inches from the body; we will call this position number *one*. You carry the stick without swinging, so as to keep the thong hanging under it, to about the third of a circle to the right, lifting your arm all through the movement — position number *two*. Often you are a bit too high; if so, lower the top of the whip from eight to twelve inches. It all depends how the top curve of the whip is. (See cuts.) The next two movements I am going to explain must be done





without a stop, and are really only one. You drop your whip quickly, straight down about three feet, which brings the stick nearly horizontal; at that instant you strike the thong as it hangs on the right, carrying it towards the left until you stop at position one. This is position *three,* or move *three.* The whip may be a bit low, but you can raise it to an oblique position, pointing a bit away from you, and you will have a whip nicely carried. If well thrown, the double thong ought to be about three feet long; the exact length depending somewhat upon the length of the thong. To be properly caught, the double thong ought to be on the threads of the mounting.



When you have thrown the thong two or three hundred times at different intervals, as I have said, the wrist becomes more pliable, which enables you to obtain the double thong

passing from position one to position two.

It is a rule not to leave the thrown thong twisted in the two ways. Once the double thong is made, you take hold of it with the left hand where the twists change: you pull at the part that is in your right hand, which comes out; then you put it back in the right. In this way it is quite correct: the thong being curled round the stick in one way, facilitates its unfurling when you want it for your leaders.

Now that you have a good double thong, you can touch either of your wheelers. For the near side you have only to throw your double thong on his left shoulder; for the off horse, start from position one, make half a circle to the right and let all the thong fall on his right shoulder. The inside shoulders can be touched by the same movements. Take great care never to strike with the bow of the thong, or with the stick, on the terrets of pads or collar; for in that way you may break your stick.

To touch up your off leader you pass your

whip from left to right, and then untwist. As you get to the last twist, open your fingers and the thong point will fly out. You then circle the thong backward in the opposite direction to that in which the wheels are turning; as you come forward, come quickly and stop short, with the bow at the level of the wheeler's pad, and about two or two-and-a-half feet away from it. The thong, carried forward with the force of the stroke, continues its movement and strikes the leader on the legs, under the bars.

Always direct your strokes further than you mean to go, for it is impossible to go too far.

When the whip has touched the horse, if you want to bring the thong back, carry it away a bit from your horses and place the stick across your left arm, giving time for the thong to fall first. Never be in a hurry to pick it up, nor to make use of it.

For your near leader you untwist or unfurl your whip on the right side, as for the off horse, but, as the point flies out, carry your thong over

Turning a back corner, or acute angle, to the right, at the Trocadéro. (See page 112.)

all your horses so that it falls on the left side of the box seat; then turn your thong backwards in a large circle, parallel with the wheels, and as you are coming forward, come a bit sharply and stop short; and when the bow of the whip is level with the pad of your near wheeler, give time to your thong to touch your horse on the hind leg under the bars. This time the bow of the whip will be only about a foot from the pad, and at its level.

To bring the whip back to position *one*, throw it out strongly enough to pass above all the horses' heads, carrying the point, say twelve feet above the leaders' heads; keep it going round to the right so until nearly to you; then lay the stick across your arm, giving time for the thong to get there first, as in position *one*. Remember, in this move, that once started you must not stop, for you would cause a deviation of your thong, and it would not reach your arm.

If you wish to strike your near leader, remember that in this back circle with your whip

the thong must turn on its axle like a wheel on the axle-tree. Make the circle with your whip well in front of your neighbor, in order to keep from hitting him in the face. Never crack your whip in bringing it from the back; give it time to turn around and it will not crack.

Two strokes can be combined for the off and near leaders. You touch your off leader as aforesaid, and, when the stroke is delivered, bring your thong strongly enough to keep it extended while it circles above the coach high enough not to touch the people on top, and finish with the bow of your thong one foot from, and level with, the near wheeler's pad.

I seldom strike a horse twice in the same place, for that is almost asking him to kick.

When my whip is unfurled and open (position *one*), and my thong is hanging extended on the left side, I make a big circle forward in the direction the wheels are turning, and as that circle is finishing, I bring my arm to the right, and the lash or point strikes the off leader on

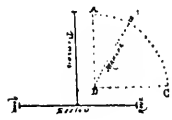
the neck, or between the pad and collar, inside; without stopping, I bring back the thong, circling it backwards, and finish with a throw forward, as I have said, either under the bars, or, if a broadside stroke is desired, I finish a bit higher in the flank.

In these strokes I have seen the thong run around the hind leg of one of the leaders, but that fault will soon be remedied by practice.

For the double stroke to your near leader, untwist your whip on the right, and as you drop the thong bring your hand across to the left, aiming for his neck or inside shoulder; the cut delivered, bring your whip backwards on the left side of the carriage, make a circle backwards without stopping, and stop as before at the level of the near wheeler's pad; the lash or point of the whip continues running its course with the impulse given, and will touch his legs under the bars; be sure to bring back the thong as soon as the stroke is delivered, and throw your double thong.

When the weather is wet and the road muddy, I do not make use of the stroke under the bars, because the thong becomes wet and dirty, and then my coat, gloves and reins are soiled by it.

For giving a stroke to your near leader under the bars, passing between the off wheeler's chest and off leader's thighs, place your whip on the right side, thong unfurled at forty-five degrees (never letting the thong drag on the ground), about the middle between the pole-head and the hub of the off side wheel.



Make with your thong on that angle a circle to the right, and bring your whip smartly back towards your wheeler as if you were going to strike him with the stick on the shoulder, but stop short when the bow is three feet from the shoulder point; the thong, through its momentum, continues the movement, runs between the chest of your off wheeler and the off leader's hocks, under the bars, and perhaps twists around the near leader's off leg.

This stroke is indispensable when an obstacle of any sort prevents your striking the near leader on the left side.

You can give the same stroke to the off leader, passing between the near wheeler's chest and the hocks of the near leader; this stroke is rather more difficult and requires much practice.

An excellent exercise, in order to learn how to give a vigorous cut of the whip or a silent snap to the leaders just above their ears, is the following:

Imagine you have in front of you at the level of your chin a figure eight laying horizontally. Follow the outlines

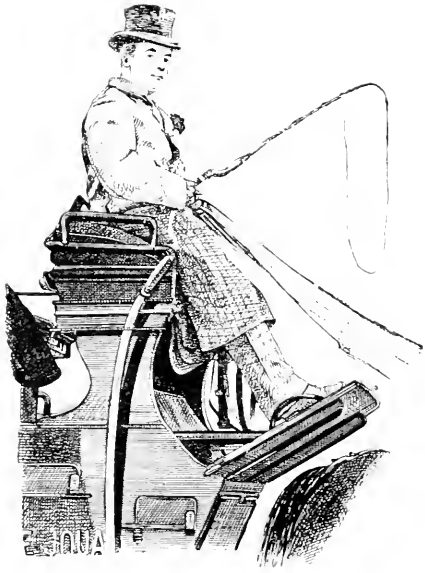
with the hand, wrist, elbow, arm, shoulder, all working. The thong, well extended, will describe in the air an enormous eight. Make with your wrist a light stop, each time you come to the intersection of the two circles, the thong then runs out in front of you as if you were really striking, and you hear a low snap, if you make your stop right and wait for the snap. Remember not to

stop the movement as the snap is delivered, but keep the thong going.

To hit a horse hard without a noise, you must begin slowly, and gradually increase the pace up to the sharp, sudden stop of the stick; the greater you have made the pace at the time you stop, the harder the thong hits.

If sometimes you want to strike your leader inside, send out your thong straight between your wheelers' heads, aiming for either one or the other, and bring back your thong gently to prevent its running around the wheelers' couplings, then throw it out to the right so that it shall not be trampled upon, catch it on your arm, and double the thong at your ease. Always carry your whip high and at right angles to your body, so that the thong will not catch in the wheel or get dirty.

For the thong to be easily thrown, it must be kept in good condition by wiping it with a soapy sponge, which makes it soft and mellow; now and then it may be greased, especially for a wet day's work.



The Reins

Always pay attention to your reins; for if you be a little embarrassed with the whip and have trouble to get your thong in its place, the horses, not feeling themselves driven, will go where they like, which is sometimes unpleasant.

All new reins are stiff, hard and disagreeable, but in working they acquire the softness which is necessary in order for them to be agreeable in use.

The length of the couplings for the coach wheel reins from the ends of the buckles, should be seven feet four inches. If you have them longer,

the buckles of the couplings come into your hands when you want to stop, or in using opposition. For the reins of a break, these couplings can be eight feet ten inches.

You should have the reins made to suit the size of your hand. One inch broad is generally convenient for everybody; but some ladies like them less than an inch, and some men like them an inch and an eighth, or wider. Do not have them too small, because they slip through the fingers. You can hold on a rope more firmly than to a piece of string.

It is necessary to have on your leaders' reins, on the coupling in front of the coupling buckle, a crossbar stop similar to the stops for a ring-martingale on a saddle bridle; but with a piece of whalebone to keep it stiff, sewn between the two leather pieces, so as to prevent the coupling from running through the pad terrets.

While this buckle runs through your terret easily passing to the horse's head, it often hooks

itself on as it comes back, and in that case a serious accident might be the result, for the reason that the buckle, when caught, prevents any communication with the leaders' mouths on the side on which it is hooked; being held only on one side, the leaders run round that way, and naturally keep running round. If you are in a wide street, or in a big square, or if you are on a road, they go on against your will into a ditch or over a precipice. The best stop is a leather one with rounded corners, as they are apt to strike the leaders when trotting, and the brass stops are heavier and hit harder.

Nearly all English drivers start their horses too much by their mouths rather than their collars, which often causes a fussy start, if not to the degree of jibbing, especially if the horses are bitted sharp. I generally bit sharp, and yet all my pupils, even beginners, start easily as long as they give rein enough.

Many amateurs in Paris drive one or a pair of horses with four reins; but they must not

Turning a back corner, or acute left angle, at the Trocadéro. (See page 117.)

think that it prepares them to drive four horses. On the contrary, I have noticed that these very amateurs have the most difficulty in getting at the right method, being in the habit of letting the reins run through their fingers to have them alternately tight or loose in order to be able, as they call it, to play with the horse's mouth.

The coachman who drives one horse with four reins believes he is above the average, and whether his horse wants four reins or not he puts them on. Very often not one of the reins is in touch with the horse's mouth. It would be very amusing to see one of these coachmen drive four horses with eight reins. If you want to use two sets of reins, the safety reins should be buckled in the lower bar of the bit and the others in the check; this is the best way.

The reins ought always to be of the same width, for although it is customary to make safety reins narrower than other driving reins, it is nevertheless wrong, for it is impossible to

hold or grasp them firmly; consequently they always slip out of your hand. For four-horse reins the same rule applies—they should always be exactly equal in width. Never have your hand-pieces stitched, for they do not play as well as the unstitched leather.

While giving a lesson one day, I met, about three-quarters of the way up the Champs-Elysées, a team going toward the Arc-de-Triomphe; just before reaching the Rue Bel-Respiro, all the horses started jibbing. The people on the coach tried in vain to start them; finally, they sent down for me. As I reached them, the team was standing across the avenue. Having no room to turn around and come down the hill, I was obliged to go up. I looked at all the horses, knowing none of them, and, after picking up the reins, I politely asked them to move on; they responded one after another, two of them running back when they felt the collar pull; but I was so polite that they finally all started away together, and

a little while after I could stop and go on with them as I pleased. I suppose that I must have appealed to their better judgment.

It is often disagreeable to drive four horses belonging to some one who tells you the opposite of the truth, not wittingly, but because he knows no better.

I have often contradicted a beginner by telling him his four horses only weighed *two ounces* in my hands, when he had found them nearly *two tons;* but some time after, when he knew a bit more, he said, showing me the reins: "Mr. Howlett, *one ounce and a half.*"

One man, coming from the other side of the ocean, found the *refuges,* which they were just putting up in the Champs-Elysées, very tiresome, and always in the way of his leaders. So I promised that I would see to it and have them taken away; but after a few lessons my pupil asked me to withdraw the complaint: the *refuges* were no longer in his way.

How often am I told, "I can manage any

sort of horses, no matter if they are mad; I have driven wild ones six-in-hand in the mountains." That is possible, but in the mountains there are no cabs, hand-carts, gateways, or acute angles. Generally, these self-proclaimed wonderful drivers cannot drive four well-broken horses across the city of Paris, and when they see some of my routes they say: "It is not possible to pass there; I do not want to smash up." But I insist that they shall do as I tell them, and they pass, and are astonished after six lessons to find themselves driving in the most crowded quarters of Paris.

The turn into my yard is difficult, and yet all my pupils get in easily. A stranger said to me: "That is all very well; your horses are so well bitted, but mine are stupid and disagreeable."

When he had gone home and had put to in my way, he saw, with astonishment, that his horses obeyed him the first time as well as mine, simply because he knew how to order them.

I was at a coach-meeting on a race-course one day. One of the coaches was filled with people, and the owner was on his driving cushion with whip and reins in his hands; you should have seen him leave the race-course. It was something inconceivable; one man stood at the head of each horse while the driver was giving orders to everyone at once: "Go on, William, pull to the left! John, don't go so fast! Robert, hit your horse up! Joseph, pull to the right!" and all sorts of orders creating the greatest confusion. It is astonishing to see people with courage enough to get on a coach and be driven in such style, for it is a miracle if they get in without an accident. Of course the owner of the coach, when he gets in safely, receives the usual compliments.

It annoys me to see a man pass for a good driver who, if he were asked what use he was on the driving cushion, would answer: "To tell my men what to do, as I cannot do it myself."

It is not difficult to say you are a coachman, for to be able to drive four horses on the high-road, you must go through with your team where others pass with a pair of horses, as the following anecdotes will prove:

I have often been with my coach to a certain carriage builder's yard, where it is rather difficult to get in, turn around, and come out again. One day, one of my clients, having to go into the very same place, told his coachman to drive in with the brougham and pair; he was not able to turn and come out even by backing round, and they were obliged to lift the back part of the carriage. The coachman was very angry, but was to blame for not knowing how to do it.

One day, at the Restaurant Madrid, in the Bois de Boulogne, a stranger pretended he knew how to drive four horses, and proposed to the owner of a coach to drive out of the yard, pass through the right-hand gate, come in by the left-hand gate, turn around in the yard and

Backing round, position A (see page 123).

come back to the starting point. The owner offered to bet one thousand francs to five that he could not do it, and the bet was taken. I was on the box seat; we passed through all the gates and turned round in the yard—how, and by what good fortune, I really do not know; for the reins were so mixed up in the poor man's hands that he was not able to stop until his leaders' heads were in the doorway of the room at the left of the gateway. Consequently he lost the bet, and would have done so much sooner had it not been for his wonderful luck. The moral of this little story is, that many drivers think themselves handy enough because they have driven on a highway, but are quite incapable of driving into or out of yards in Paris.

But let us return to a more serious subject. If, on an unlucky day, you have a horse that cannot continue his route and you must nevertheless get home, make up a unicorn, two horses at the wheel and one leader. Take off

the two small bars from the main bar and put your horse to it; let out two or three holes in your leader's traces so that he can get a little further from the pole; put your other leader's rein as if you had the pair, only put the draft reins through the bit and the couplings on the noseband, unless you can slip your hand-pieces through the coupling buckle and loops. In this case you would have a pair of reins similar to tandem leaders'. Be sure that in starting you have these two reins quite even; to accomplish this, look for the stitchings of your hand-pieces as though you had your team. Be careful to have the off-rein stitching just the length of the stitching nearer to you than the near side one, as this rein is on at an oblique angle, and the off-rein is on a straight line.

Observe your reins carefully when you take them from the person who has held them while you got down from your seat, as he may have let them slip; this, when you started, would

cause some of the horses to turn around. Be sure to look at the stitchings of your leaders' handpieces, to see if they are even; also see if the wearing or rubbing of the terrets on the reins is on the further side from you. You will then either give some rein or take some up, whichever may be necessary, so that the rubbing or working of the reins is in front of the terrets. These observations are for daylight, but at night you must depend on the feeling.

If you want to know how much rein your leaders have got out, or if they are too far out, take the lead-reins out of your left hand from in front, and put them in again from behind; keep doing this until you hear the bars rattle on the pole-end; you are then certain that the leaders are not pulling on the end of the pole. Then give them the proper amount of room necessary to permit them to run into their collars and carry the bars.

In coming down-hill it is quite necessary that the leaders should be held back; the bars being

loose, cause a continual rattle, which is called the *music of the road.*

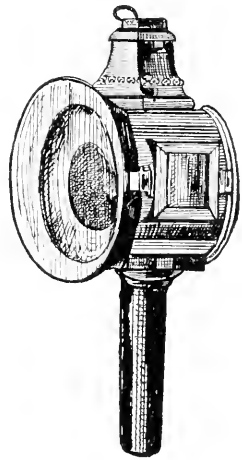
Sometimes one's gloves are a great nuisance when driving, because worn too tight. This causes cramps in the hands. I have often lent my gloves to pupils who thought that they only needed to wear them to drive well, but, unluckily for them, they could not keep up illusion. To drive comfortably, you must have your gloves two sizes larger than for general use.

The Lamps

The lamps ought only to be put on the coach at night, for, by daylight they risk being broken, and get soiled with mud in wet weather. They can never be put too low on a carriage, for they are meant to light the ground and not the sky.

I always use wax candles in my lamps, finding that with oil there is always something going wrong: the oil becomes thick, the wicks run down, etc. The large reflectors give a lot of light, and as these lamps cross their lights forward, they show you that the road is all right ahead, although you are in the dark.

A third lamp, under the footboard, is very useful, as it shines between the horses, showing you the pole, the bars, and the ground you are traveling on. Be sure to place this lamp so that it does not touch the wheelers when you turn. I don't think five lamps are necessary; the two extra ones are often in the way.



The Brake

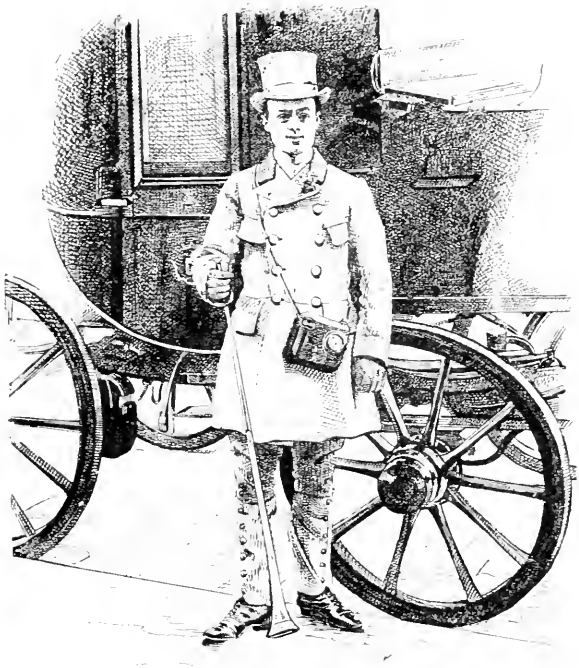
The best sort of brake is the one in which the crank is pushed forward in applying, for in that way the heavier the pressure becomes, the position you assume allows you to use greater strength. The one you draw towards you, on the contrary, becomes more difficult to apply as the tension increases, as the position you assume prevents your using all your strength. When you push the brake forward, the left shoulder comes back; when, on the contrary, you pull it backward, the left shoulder goes forward; this makes you give rein to the horses.

which they answer by running on, which is quite contrary to what you wish them to do.

Here is a case: We were stopping, one day, at Bougival, on our way to St. Germain, when the gentleman who was driving said to me: "How tiresome your horses are, Howlett; the leaders are all on one side." I had seen it all along, but an observation, on that account, would not have been well received. Naturally, I profited by his remark to make him understand it was his own fault, and that by giving his near leader one foot of rein all would be quite straight. "Do you think so?" he asked me. He soon saw that I had advised him correctly, as everything went smoothly while we were doing the second part of our journey.

Put the brake on each time you stop to let anybody get up or down, or for yourself, if you have to do so. But do not forget to take it off before starting, and that always without noise. I have often seen horses start on hearing the lever rub against the cranks, if

they were standing still, or run on if they were already going.

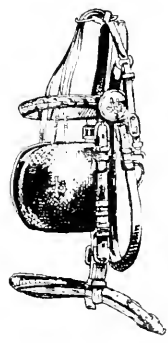


The Skid

Many coach-builders put the hook to hang the shoe or skid on, behind the arms of the brake, so that you have to pass your arm through the spokes of the wheel to hang it up. That is very inconvenient and dangerous; for if at that moment the horses move on, you risk having your arm broken or your hands bruised. This hook ought to be quite deep, open at the top and away from the carriage, and placed between the iron bar of the brake and the steps.

The Bridle

The model I prefer is the English one, with the buckle on top of the winker, so as to allow it to play on the horse's cheek easily, having no fixtures to prevent it spreading away from the horse's head as wide as the eye-bone requires. In the French model they often have the bad habit of sewing the top buckle so that the upper part of it is even with the top of the winker; the winker being fixed in this way does not give easily to



ENGLISH MODEL.

the horse's head; this causes hard rubbing, which is continually wounding the bony part and making sores.

FRENCH MODEL.

Backing around to the right, position B (see page 124.)

The Terrets of the Wheelers' Bridle

The bridle terrets of the wheelers ought to be round and sewed on to the throat latches, just about where the bearing rein terrets are sewed. Placed at this point they play easily when the wheelers shake their heads up and down, and so prevent the leaders' mouths from receiving a jerk. On the contrary, when the terrets are between the wheelers' ears, or on the cockades, every time the wheeler shakes his head it gives a jerk or a disagreeable pull to the leader's mouth. Nevertheless, if you have a leader that is always putting his tail over the rein, I would advise you to run the rein through a head terret, but this is hardly ever necessary.

Should you want a bearing rein on your wheeler, it can be done by having a bar across the terret, like a tandem wheeler's pad terret, the bearing rein running below and the draft rein above.

The Noseband

The best noseband is made as one strap (see cut of English bridle). On one side the bit billet of the winker runs through it, which prevents it turning around; on the other side it runs through the said billet; a loop sewed on the billet about one inch-and-a-half from its buckle allows the parts of the billet to be held together when it is buckled; it is then more stylish.

The noseband should be short enough to be able, in case of need, to entirely shut the horse's mouth, which renders useless the strap generally used for that purpose.

The place for a noseband is just above the bit.

Nearly all harness-makers make their nosebands too long, particularly in the buckle-end, under the jaw. If the noseband be in two pieces, you should so arrange it that you can shut your horse's mouth if you need to do so.

Many people do not know the use of a noseband. It is indispensable for shutting the horse's mouth when you use the big high port bit.

The Traces

When the horses are put to, and you see an angle in your traces and hame-tug from the collar to the splinter bar, just at the pad, it is because the trace-bearer is too tight, which tends to make sore backs and carry part of the weight of the coach on the backs of the horses.

The Pole Chains

In France, pole chains are generally put on too tight, which prevents the collar carrying on the shoulder point.

You must have a horse at his ease when put to, for he has work to do. Do not cause him any uneasiness in his work.

In team work, pole chains ought to be loose enough to allow the wheelers to gallop if it be necessary.

The Cruppers

Crupper straps must not pass any further back than the last loop for your leaders, or the couplings will catch in them and very likely cause trouble.

The best cruppers for leaders ought to be made like the strap part of a bearing rein, as in this figure.

The sewed crupper docks are better than those with buckles; they are softer and mark the horse less, having no heavy parts anywhere.

Turning at the Fountain Saint Dominique (see page 138).

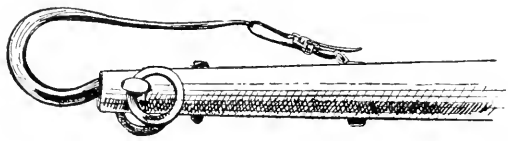
The Collar

The collar should be thick and well stuffed inside, in order to fit the horse's shoulders. A collar that is too small chokes him, and one too large wounds his shoulders and his withers.

The Pole

Nearly all poles are made too long, particularly the ones made for four horses.

I have often been obliged to have them cut one foot shorter, of course at the hook end, to bring the leaders nearer to me.

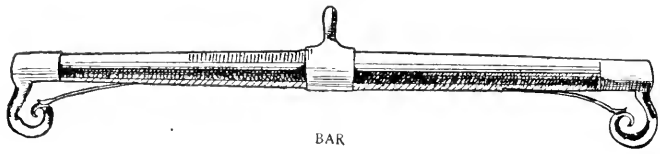


The screw hooks on pole heads are very dangerous, having only four turns round to the screw to hold it, the worms are quickly worn out, the hook gets loose, and finishes by falling right or left. Many have what they call a safety hook, but it is so small (something like the

safety reins used here in Paris), and being bored with holes for the bolt, it leaves hardly any iron—so no more strength.

What is wanted is one good hook, strong enough to stand all the jerks and kicks it may get.

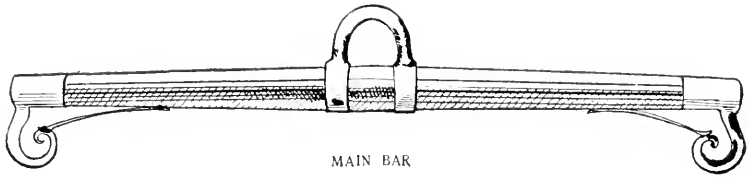
I went to a place called Robinson, one day, with a new coach. All the iron mountings of the pole and bars stretched on going up the hills. They should have been of steel. This showed that the builder of the coach wanted it to look light and elegant in the coach-house, but neglected to make it strong enough to be used out of doors.



BAR

The Bars

The bars should be strong enough to stand the various strains they are sometimes called upon to bear. The hooks should have springs, to keep the traces from falling off. The main bar's shackle wants to be of good material, also the pole-hook, as the working of the two wears them very much.



MAIN BAR

Martingale and Hame Straps

The billet of the wheelers' martingales ought to be one foot long from the heel of the buckle to the point, with three or four holes in it, so as to go around the collar and through the kidney link; this prevents the harness from coming off the collar at a sudden jerk or a rough stop. Another very essential thing, to which the harness-makers do not pay enough attention, is that the tongues of the buckles do not carry enough on the roller, and particularly so with covered buckles. If the point of the tongue only carries on the roller's edge, or on the leather covering, without resting over the middle, the resistance is very poor, and the harness may fall down on

the horses' legs and cause a mishap. These hame straps play a more important part than one thinks, for the two tongues of the buckles have to support all the weight the wheelers use when asked to hold back. So, remember to have these straps strong, and mounted with good and well-made buckles.

The Horn

It is usual for the guard of a coach to be able to blow the horn, to clear the road. In olden times the horn was about three feet long, and one could only get three or four notes out; only virtuosos could get five notes out, as it was very hard to do.

Nowadays they make horns over fifty inches long, which easily give five notes and sound more mellow.

These long ones being easier to blow, some men get six notes from them, but they have the drawback of being cumbersome and too frail.

The sound of the short horns is more sharp and shrill than that of the long ones.

They were formerly made of copper, but are now generally made of brass.

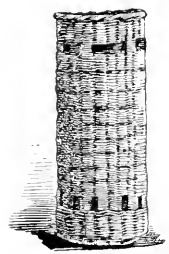
The gutta-percha-covered mouthpiece is less cold to the lips than the silver or silver-plated one.

The "Guard's Bag"

The guard's bag, used for road coaches, is to carry his way-bill, the keys of the coach, and a watch. This watch is to enable him to see that the coachman keeps time on the road, and gets to each change on time.

The Basket

It is indispensable to have a basket to put sticks, umbrellas, parasols, and the guard's horn in. The depth of the basket varies from two feet and a half to three feet, one foot broad (if one side is flat), and ten inches across. It ought to be hung on the left side of the coach, on the back-seat over the body; if it is strapped only to the top railing, it will give should you catch as you go by a branch of a tree or the post of a gateway.



Third turning at the Fountain Saint Dominique (see page 130).

The Driving-Cushion

The driving-cushion should be flat enough so that the shaking or jolting of the carriage will not make you slip forward, and should be long enough to reach nearly to the back of the knees.

Driving-cushions, as they generally make them, are high and have too much incline, putting all the weight of the body on the legs, which is very fatiguing on a long journey. Moreover, the jerks of the carriage cause you to slip forward, which obliges you to be continually pushing yourself into your place. With the high cushions a man may easily be pulled off the box by his horses; with the first mentioned, on the contrary, he has a firm seat and can resist.

The Driving-Seat

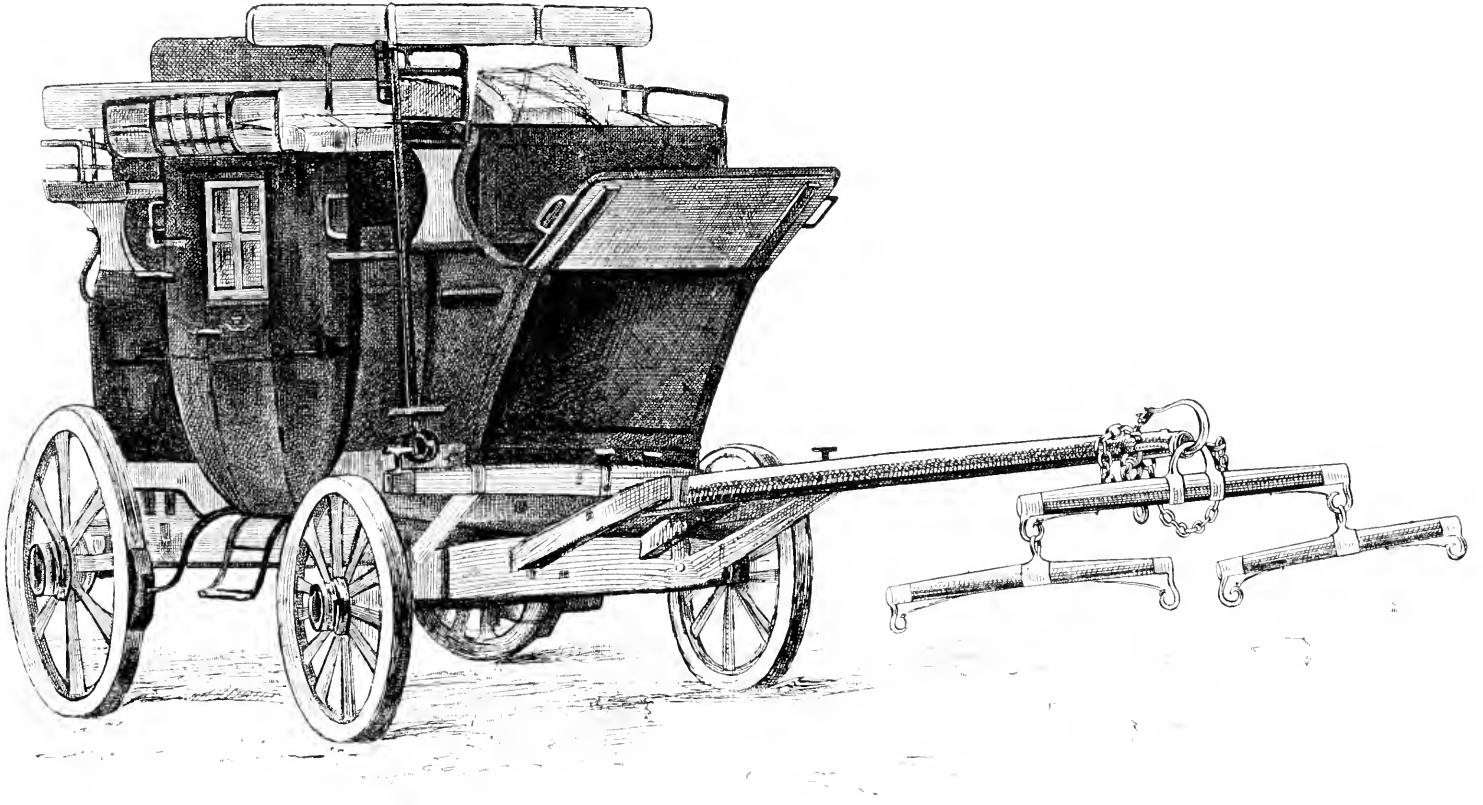
The driving-seats of nearly all French carriages are made rather too far back, a mistake akin to having the pole too long, as it puts the driver too far away from his horses.

Coach builders have, without doubt, good reasons for making them so, but it is not handy for the one who has to drive; the nearer you are to the horses the better off you are. The reason the coach builders give for placing the seat back is, that otherwise the footboards would touch the wheelers' tails and make them kick. To avoid this they have only to make the footboard higher.

Last year a pupil bought from me a set of four-horse reins to drive an ordinary break, but the driving-seat was so far behind his horses, and his pole of such an unreasonable length, that my reins, although long ones, were so much too short for him that he was unable to use them.

The nearer the horses are to the driver the more enjoyable is the driving; consequently, it is best to employ every means to diminish the length of the turnout—a short pole and pole-hook, and main shackle only long enough to run in its place easily, with the hooks of the bars short, but the traces long enough to prevent the bars from touching the leaders' quarters or hocks.

THE LESSON



THE LESSON

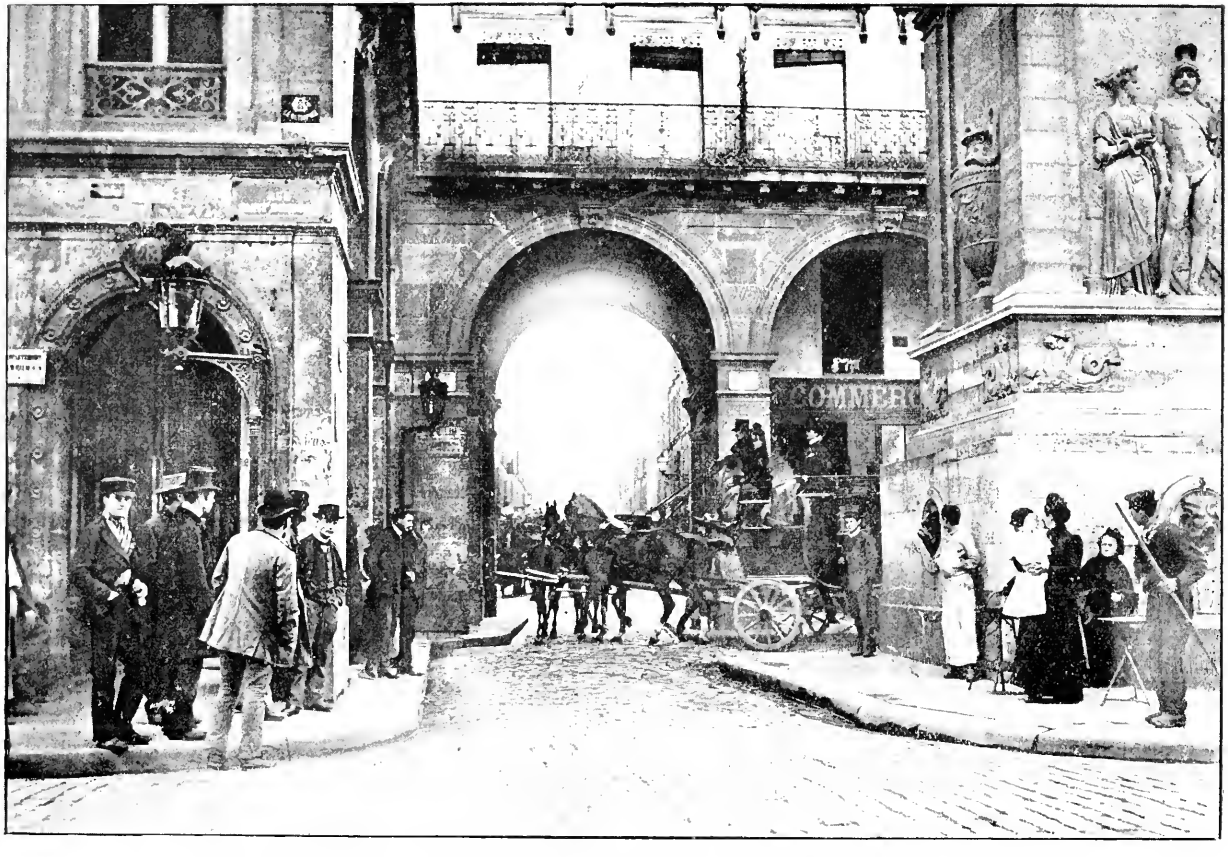
HOW TO TAKE THE REINS, AND GET ON THE BOX.

When the horses are put to, walk around them and make sure that everything is in its place; notice, above all, how your horses are bitted, in order to know what to do when driving them—either to give or take holes in the couplings; to tighten or loosen the curbs; to let down or take up the bits; to tighten or loosen the nosebands, etc., etc.

Always get up on the right with a team put to, and your passengers up, otherwise you

would have to pass in front of the person on the box seat, for the driver gets up last.

To pick up the reins you stand even with the off wheeler's pad, about a foot and a half from him, with the body slightly turned toward the leaders. You take the hand-pieces out of their place, they are generally run through the pad terret, or between the pad and the hame tug strap, letting them fall in front of you. With the left hand you take hold of the rein that is running through the middle terret of the near wheeler's pad ; draw it to you, watching it as it comes through the terrets of the near leader. Mind not to move your feet. Draw this rein to you until you feel your leaders' mouths, but draw delicately so as not to make them run back. Then loosen your hold and run your hand down the rein, so that your arm hangs naturally in front of you, but do not bend. At this moment tighten your hand on the rein, for you are now holding the part that you will hold when on the box, driving.



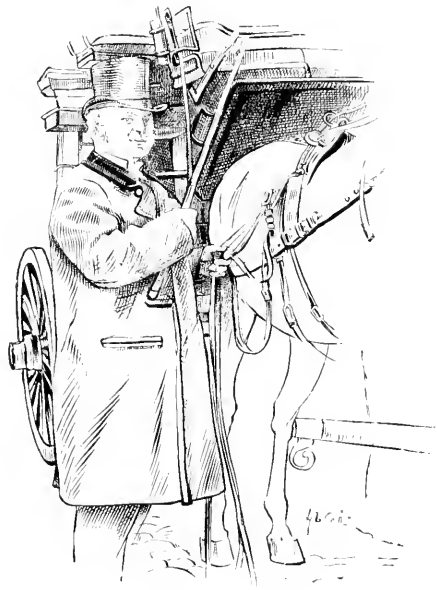
Turning an acute angle to the right, into the gateway of the Rue de l'Exposition (see page 112).

Then take the rein running through the middle terret of the off wheeler's pad, and draw until you feel that you slightly touch his mouth.

The right hand has, as yet, had nothing to do; it now comes into use to pull, or draw, the off leader's rein out towards the horse until you see the little buckles of the hand-pieces hanging even at the bottom of your reins; this is your level.

If your leaders are not in their collars and the bars are hanging, give, or draw, out eight inches more rein, and eight more if the leaders are standing quite back near the pole-head. They ought to be about two feet away from it. Then put the middle finger of your right hand between these two reins, without shortening or lengthening, and take them out of your left hand. Then take the near wheeler's rein with the left hand, between the index and the middle fingers; this is its place while driving. Draw it to you, looking at the coupling rein of

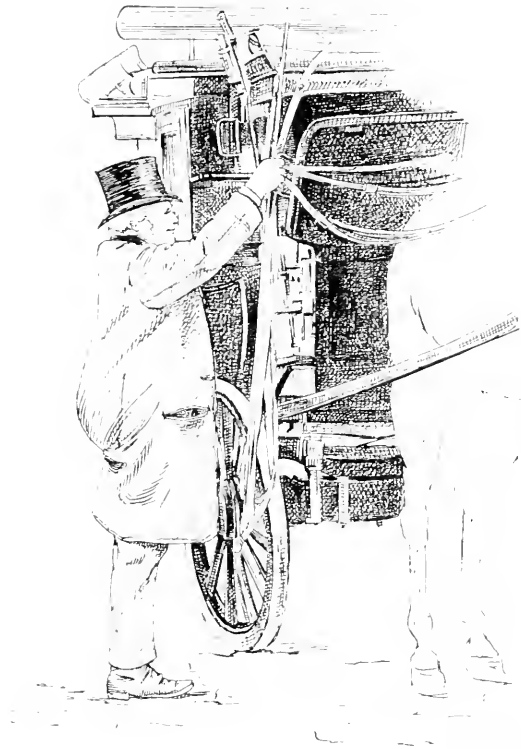
your off wheeler, and delicately do the same as to your near leader, so as not to make them run back. Then slide your left hand up the



POSITION I

off wheeler's rein until near the terret; clasp it full in your hand and draw it to you until you see or feel it is tight enough, then, with

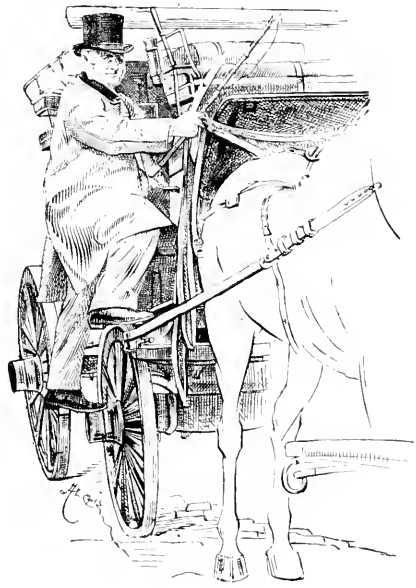
the fingers of the right hand draw out this rein from your left, as you did for your off leader's



POSITION 2

rein. Then put the off wheeler's rein between the middle and the fourth fingers; place the

leader's reins in the left hand with the index-finger parting them, and shut your hand. In this way you are ready to drive away as soon

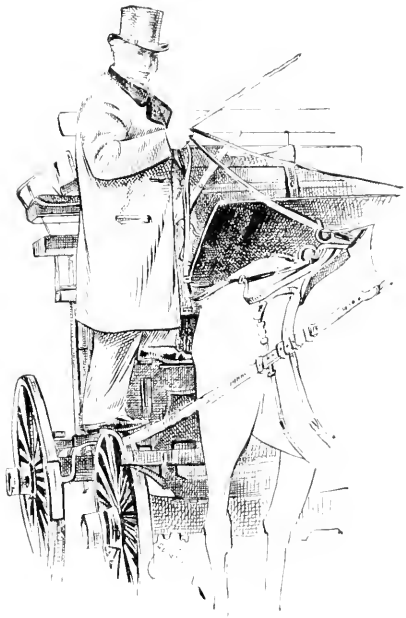


POSITION 3

as you are on the box (*see position 1*).

If you get up on any other carriage than a coach, the driving-cushion being farther back, it

is necessary to lengthen the reins about eight, ten or twelve inches; that is done by running your left hand back, while holding all the

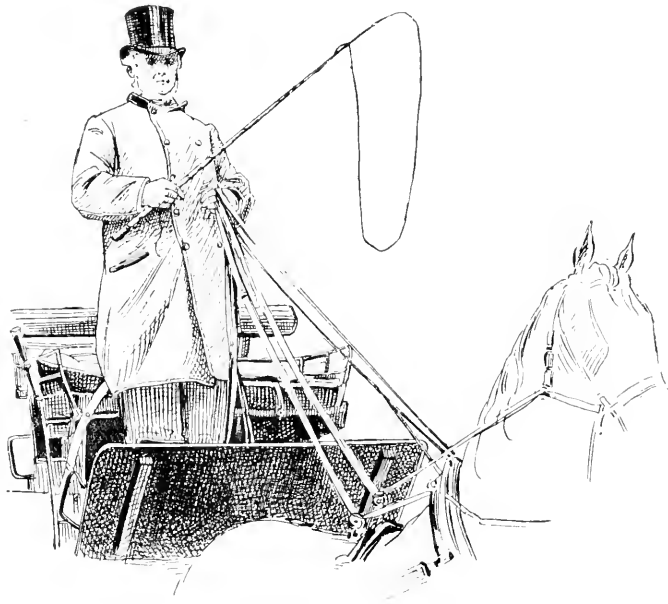


POSITION 4

reins with your right, to the distance you think necessary.

When ready to mount your box, put your

reins in the right, having run the fingers of the right hand between the same reins as those of the left hand; take the whip, if it is on the



POSITION 5

horses' backs, with the left and put it in the right hand.

If the hand-pieces are hanging from your

Backing round the Fountain Saint Dominique.

hand more than three feet or so, it is well to take hold of the two little buckles at the end with your left, and hang the leather part on the little finger of the right hand.

To get up on the box, grasp the handle of the foot-board with the right hand (*see position 2*) and put your left foot on the hub, and the right foot on the splinter-bar (*see position 3*), and reaching for the rail around the seat with your left hand, you put the left foot on the body-step (*see position 4*), and lastly the right foot on the foot-board. You replace the reins in your left hand, letting the two little buckles fall on your left, keeping the whip in the right (*see position 5*) and sit down, holding your left hand about six inches from you at the level of the pit of the stomach; observe that in all these movements you must not let any of the reins slip out. You are now ready to start.

THE START

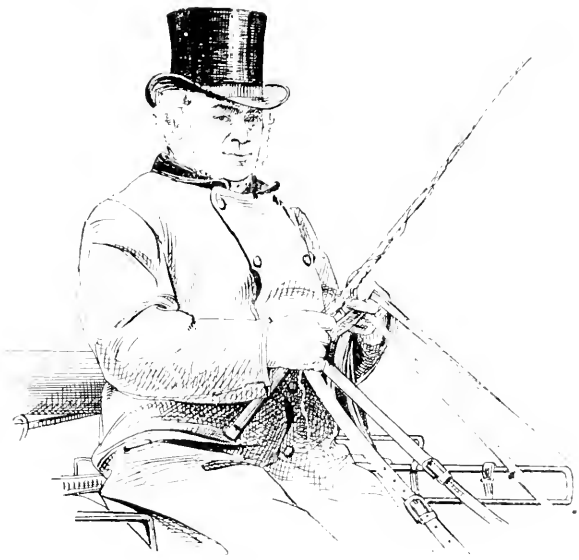
Keep your horses straight when starting. Put the middle finger of the right hand between

the wheelers' reins, keeping all the fingers wide open, about six inches in front of your left hand; then shut the fingers, at the same time lifting up your right and carrying it outward. The ends of the reins drop below the little finger. While you are dropping or giving your left, you give your call to start.

If you are near a left-hand curbstone, put the right hand on the two right-hand reins, pull the hand about six or eight inches from the left, drop the left and ask for your start (*see position 6*). If you are near the right-hand curbstone, put one of the right-hand fingers between the two left reins—the middle finger is the best—about six or eight inches from your left hand, gently drop the left hand and you will start without touching the curbstone.

Start your horses on with your usual call, except when you are surrounded by other carriages; then you must lightly touch your leaders with the whip, and bring it across your wheelers; above all, never make a noise with the whip.

Once you have given your leaders the possibility of starting, you must, just as they are reaching their collars, loose the wheel reins so that all



POSITION 6

four horses move the carriage away at once. You should never allow your leaders to start your coach alone, for in that case you risk

breaking a bar or snapping your pole-hook.

Do not ask a number of times for a start—once is enough,—only give the horses the time necessary and enough rein to get away. Do not hurry at starting, because you may have one or several reins to adjust.

If you have a leader slow at starting, have your whip unfurled, with the point in your hand, so as to be able to send it out to him to put him in his place. If you have a deaf horse, touch him with the whip as you give your call.

When you leave a yard to go out in the street, you must make a point or loop just as the leaders' forefeet are in the gutter, or leaving the curbstone, if there is one.

THE POINT

When the leaders' heads get level with the edge of the sidewalk, you take hold with the thumb of the right hand above, and forefinger below, the right leader's rein, about eight inches from the left hand; you bring that part of the rein under the thumb of the left hand. At the

same time this is being done, the left thumb must be lifted up so as to receive the point, at this moment the right hand finds itself behind the left: press down the left thumb and hold the point until

RIGHT-HAND POINT

your leaders are around the corner and just getting straight. Then only, you gently lift your left thumb and the rein runs out into its place. That is a right-hand point. The point exists only if it is deposited under the thumb of the left hand.

Whether you drive very well or not, always start with your horses walking; that gives you time to judge if everything is all right, and gradually trains your muscles instead of straining them all at once.

If you have very sharp wheelers, and you want to trot, put your hand on the wheelers' reins as for the start; then, placing your left hand under your right, give the leaders your call, and they will start off in a trot without having the wheelers rush the pole and bars into their quarters, which would be asking them to kick.

THE STOP

To stop: when your left hand is at the pivot, that is, at the pit of the stomach, four or five inches from the body, you place the middle finger of your right hand between the two near, or left-hand side reins, at eight inches from the left hand, then raise the left hand above the right, stretching the reins. Then shut the fingers of the right hand on the four reins,

and gradually bring the right hand toward your chest. This, I call the dead-stop; this command is very powerful, and you must use it progressively and only as much as is necessary.

THE DEAD-STOP

You can use the dead-stop in whatever position you may be in, even while turning acute angles.

If you have horses with heavy mouths and others with light mouths, you must stop right to

be able to leave go the rein necessary, and perhaps take it up again.

On certain occasions the last part of a stop is made on one rein only.

TURNING A RIGHT ANGLE

To the Right

Now we arrive at turning a right angle to the right, the left hand at the pivot as when we started, or a bit higher than the elbow, with the hand bent to the body and never toward the horses. All the team being straight, to turn, keep as much as you can in the middle of the street. You put on a little opposition to the left by turning the wrist as if you were drinking; to do this well, turn the wrist on its axis, then lift it gently without pulling too hard, because it would stop the horses. You must always feel the horses' mouths with a very light hand.

If the leaders are too much in their collars they must be brought back; to do this, put the right middle finger between the leaders' reins in front of the left hand; shut your right hand and

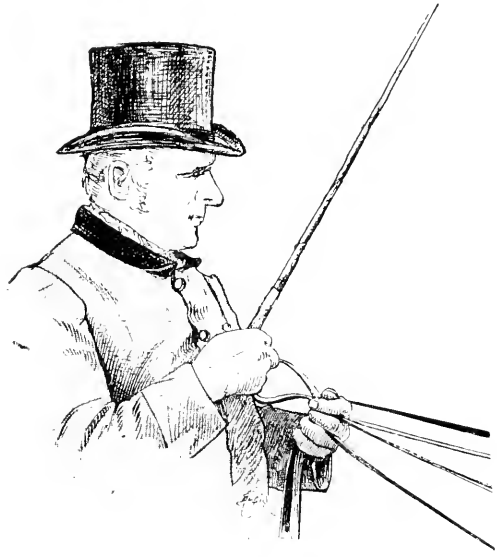
bring the lead reins out by parting your hands horizontally, without raising or lowering, and bring the reins back in their place. In bringing the right hand behind the left, shut the left hand, slide your right hand down the reins—say six or eight inches—and they will leave your fingers. This precaution will prevent the leaders pulling on the end of the pole and prevent straining it.

To adjust the wheelers' reins, it suffices to draw them from behind or pull them out in front, either to shorten or lengthen them; but when, as above, you have the leaders in the right hand, you can, with the thumb and fingers of your right hand, draw the wheelers in also, if you like that way best.

When asking for a point, never put the left hand forward to receive the point—or for any other movement—because it gives to the horses and puts on extra pace.

You make your point to the right (*see picture—point to the right*) at the moment when your leaders' feet are level with the first gutter of the

street you want to turn into, and as soon as you have pointed, your right hand must go to the left opposition rein, that is the near wheeler's, to hold him from rushing you around the corner;



THE RIGHT-HAND POINT
Made between the index and middle fingers

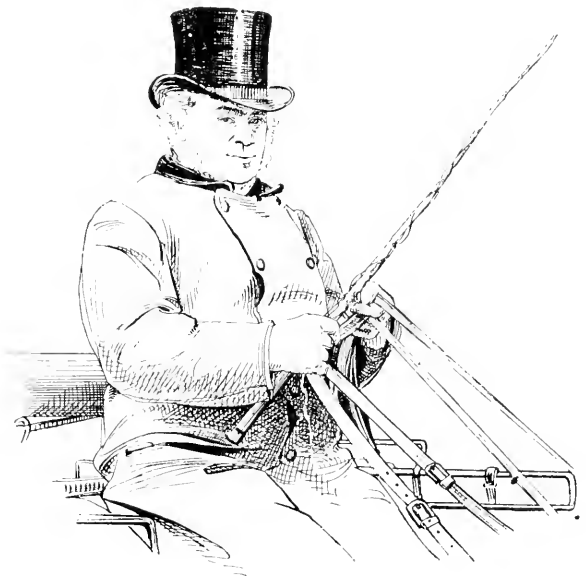
to catch this rein, as much as possible let your fingers be wide open, so that the rein lands above or below the middle finger before you clasp. Eight times out of ten you want oppo-

sition on your wheelers, but should your wheelers be distracted and looking the other way, then, on the contrary, you must help the lot to turn; to do this you take the two right reins with your right hand at about six or eight inches from the left, holding your right hand level with your elbow, or a little higher; you then drop the left gently, as much as is necessary, keeping both hands in front of you even if they are one above the other; never hold your hands wide apart, and always keep the elbows near the sides of the body. The right hand ought always to be above the left, except at starting, steadying, or dead-stops.

You must learn how to judge the room necessary to turn in. You turn more easily by dropping the left hand than by pulling with the right, and you cannot drop the left for a turning movement if you have not got the other two reins in your right.

To practice this order begin on a straight line; lay hold of the two right reins with your

right hand, about eight or ten inches from the left hand; hold them well, and drop the left very gradually; then bring the left to the pivot and reverse the side, and you will see how



easily and quickly they will give to you.

Always give the horses time to execute the movements. After each order bring your hands back to their places.

Once the corner is finished, leave go of the point, and then of the opposition. If the street you have just turned into is down-hill, hold the opposition a bit longer. If the hill is very steep, hold the two opposition reins in the right hand and drop the left; keep your right hand in its place, rather above the level of your elbow than below it, and never carry it toward the left, but rather toward the right. In this way your strength is a hundred per cent greater.

To sum up, to turn a right angle to the right you have five orders to make—first, bring back the leaders; second, point the off lead rein; third, opposition on the wheeler, or help with the two right-hand reins, as the case may be; fourth, let go the point; fifth, let go the wheeler or the helping.

TURNING TO THE LEFT

At Right Angles

For a turn to the left at right angles, you have also five orders or questions to ask for—first, bring back the leaders; second, point the

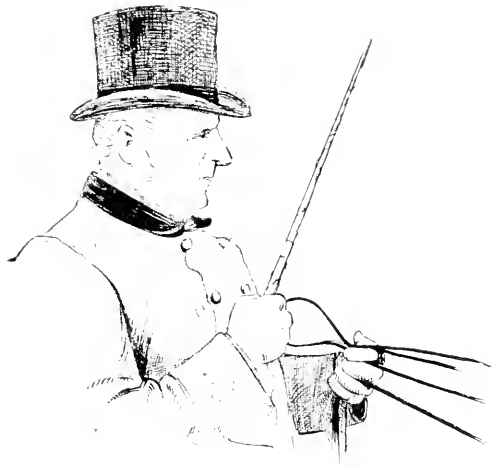
near leader *(see plate)* to the left; third, opposition on the off wheeler's rein, or help with the two left reins, as the case may be; fourth, loose the point; fifth, loose the wheeler's rein.

TURNING AN ACUTE ANGLE

To the Right

About ten yards before you get to the corner you gently bring back your leaders about eight or ten inches (double the distance taken for a right angle); you hold your team to the left by turning your left hand to you. Then fit your reins to be at ease, generally the left hand well up high, by running your left hand back while grasping the reins with the right. It is the only way to take all up or let all out a bit. Just when the leaders' heads are even with the corner of the curbstone, take, between the two lead reins, with the right-hand thumb and forefinger, the left wheeler's rein, at about three or four inches from the left hand and place it around the wrist, at the

back of the last joint of the thumb, by turning the fingers of the left hand outwards to help deposit the rein, and lifting the thumb upwards to prevent it slipping down, the hands pointing well



LEFT-HAND POINT

across the body *(see plate, opposition round the wrist or thumb)*. You then make a point of six inches with the right lead rein, this point between the index and middle fingers of the left hand; then quickly make an eight-inch point in the

same way. This point made in this way between the index and middle fingers cannot be done by a beginner, but can be practiced just as well at a right angle as at an acute one. If, while turning,

LEFT OPPOSITION ROUND THE THUMB

you wish to avoid an obstacle on the right, you turn your left hand to you; if, on the contrary, you want to avoid something placed on your left, you turn the hand, the thumb pointing to the ground, that brings your hand beside your left

thigh. If by this means you find that you have not power enough, take the two left reins or the two right-hand ones, as the case may be; the right hand at eight inches from the left and drop

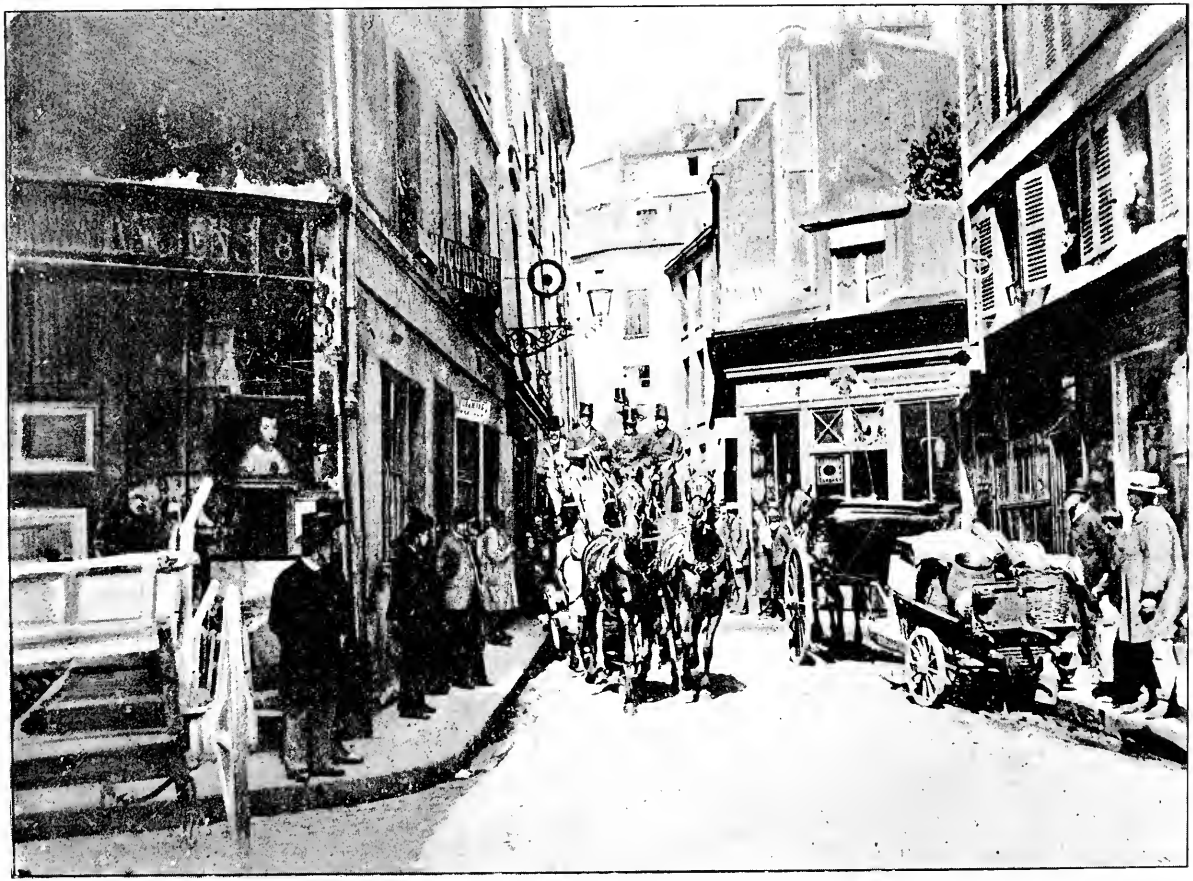
LEFT OPPOSITION WITH TWO POINTS TO THE RIGHT

the left hand as the leaders are straight with the street, gently loosen your points, letting them run out, by opening the forefinger. Then turn your hand over, the thumb toward the horses, and the left opposition will slide off the thumb.

For a more acute angle it is always necessary to help the horses to come to the right at the finish of the turn. To sum up: in the acute angle you have seven orders, or commands, to make—first bring back the leaders ten inches; second, opposition on your left thumb; third, two points to the right; fourth, lay hold of the two right reins and drop the left; fifth, let the two points run out; sixth, let your thumb opposition run off; seventh, draw out your near leader ten inches, then the off, ten inches quickly.

For acute angles you must take up or back your leaders ten inches of rein. This makes the traces loose and the bars hang; for, if you did not, the near leader when going around would draw so hard on the end of the pole that nine times out of ten it would break the pole, if the coach were loaded. Poles will not stand such a strain. If turning to the left, it would be the off leader that would pull too hard.

Have your leaders well in hand, and your hand well in its place, so that the leaders' traces



Coach coming through the Rue du Sabot

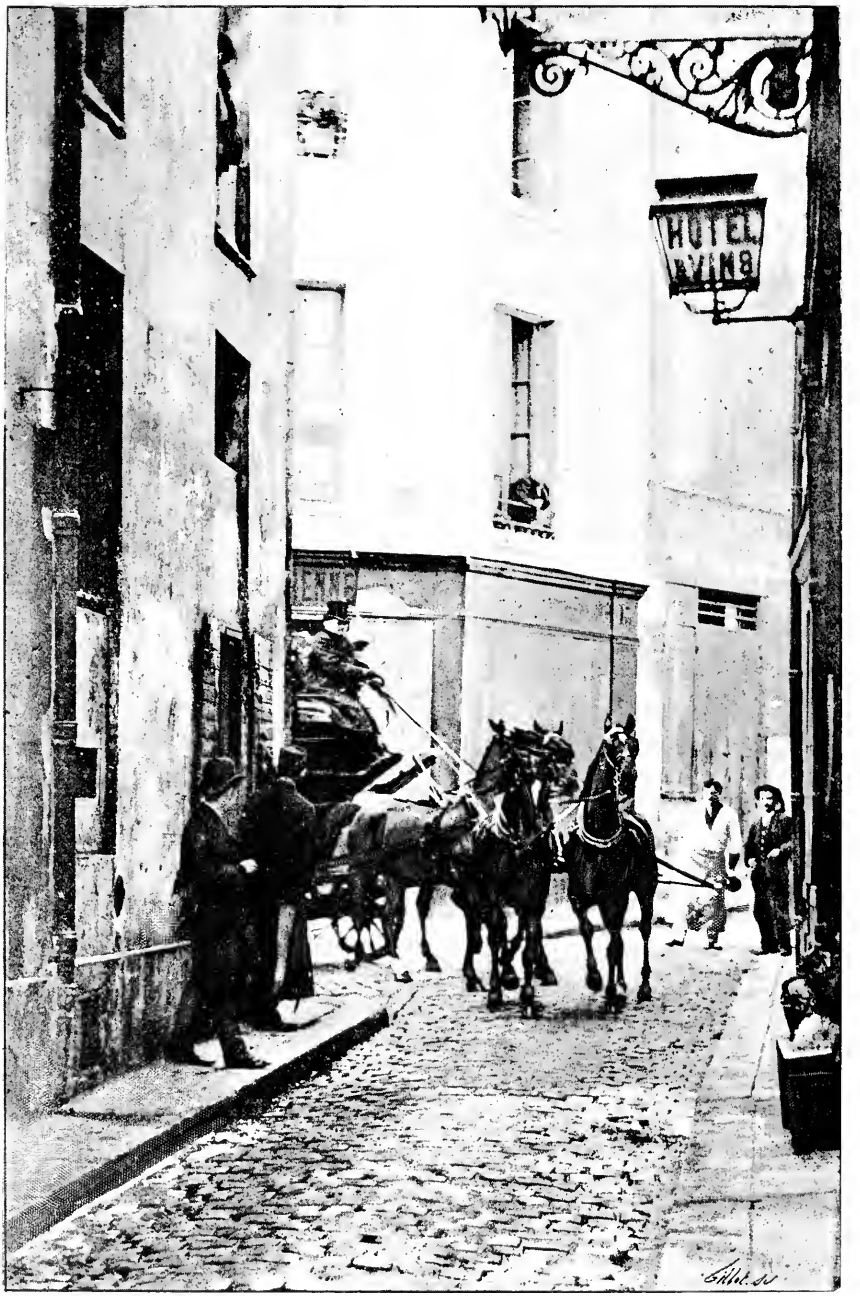
hang, and the bars hang on the end of the pole. In this way the bars cannot do any harm if they happen to knock against anything. For an acute angle to the left, you also have seven orders to give—1st, take back the leaders ten inches; 2d, push up or take in the off wheeler two inches; 3d, make two points to the left quickly; 4th, lay hold of the two left reins and drop your left hand; 5th, let the two points run out; 6th, draw out the two inches of opposition; 7th, draw out the leaders' reins ten inches, first the near and then the off.

TO DRIVE INTO A DOORWAY OR GATEWAY

Turning to the Right

To turn into a gateway on your right side, the wider the street is the more room you should take on your left, as for an acute angle. Make the turn and keep well in the middle of the gateway, for the posts will not give way.

About fifteen yards from the gateway put the near wheeler's rein over the thumb, and hold it enough to bring the coach to the left side. Take all the room you can; then if you have to make room for another carriage which happens to pass unawares, you have some to give, but if you have no room and are held, you are not able to take the gate; in this case, stop as soon as possible, and back about three yards more than you think necessary (for one never backs enough). As you start forward, have your right hand on the right leader, so as to point just as the leaders' heads are one yard before you get to the angle of the pillar of the gate; then take hold of the two right reins with the right hand, and facilitate the turn by dropping your left. If all is well and coming fairly, give up all commands quickly, and as the horses become straight you help with the right hand to keep in the middle. All this is quick work, especially if done trotting; always be ready to put on the dead-stop, if it is wanted, in half a second.



Turning an acute angle to the right, Rue du Sabot (see page 140).

TO DRIVE THROUGH A GATEWAY

Turning to the Left

For a left-hand gate—of course you are supposed to always be driving your horses shipshape before any ordering comes—bring back your leaders, as always ordered before turning; slide up, or shorten, your off wheeler's rein two inches; mind and keep to all these measurements, as nearly as possible, all through the lessons, unless you know that one horse wants more than a fair asking—then do what you think right. When the leaders' heads are within one yard of the post of the gate, point your left leader eight inches, and help the lot to turn, if necessary. Once the leaders are in the doorway, give up all your orders, and with the right hand lay hold of the two rights or lefts, as may be necessary, so as not to rub the curbstones; or at all events not to come into violent contact with them, as some people do.

STOPPING BESIDE A CURBSTONE

If you are asked to stop on your right side

beside a curbstone, and you take hold with your full hand, you would bring your leader on to the curbstone, which is dangerous; or if you stop asking them too soon, the coach will be about one yard from the curbstone. Fearing to take your horse there you leave the coach across the street. To do this well, put the middle finger of the right hand between the two off reins, with all the fingers open, press the index against the middle finger; to tighten the off leader's rein, bring it to you about two inches, sliding on the wheeler's rein, then clasp your hand and advance, or drop, your left as much as is necessary, and just as the leader is getting to the curbstone, let slip the two-inch point—forward points must never fall down behind the hand; this allows the leader to be parallel with the curbstone without fear of his getting on it.

When the team has gone on about four or five yards, leave go your right and put on the dead-stop gradually, so as not to put the horses on their hocks.

If you have to put a bit of pressure on the reins left or right, do it with the right hand and ease the left. Put on the brake, and let the people who are accompanying you get up or down.

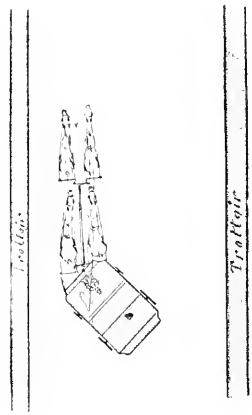
When you wish to draw up to the left-hand curbstone, being on the right side of the street (as that is the side in France), and you have but little space, put the near wheeler's rein around the thumb. If there is plenty of room, lay hold of the two left side reins, and as for the off side, draw the leader first, about two inches, before the action comes on the wheelers. This is the way to get there. Press with the index finger the rein that is on the middle finger, clasp the two reins, first sliding the hand on the wheeler's rein two inches. Then bring your hand toward your body, placing it above the left hand, and when the near leader reaches the curbstone let the two-inch point run out. Keep going until the coach is parallel with the curbstone. Give the commands, and put on the dead-stop with a bit of pressure to the left.

HOW TO BACK ROUND IN NARROW SPACES, OR GET YOURSELF IN RANK IN CLOSE QUARTERS

If you are in a street without an outlet, and have not room enough to turn around, say about twelve yards, you must get out of it by backing around, starting from the right-hand curbstone.

You want about seven yards across from curb to curb, although more is better. Before beginning this movement, be driving all your horses with hanging bars, but not so far back as to touch the hocks. Ask your horses to move on, point them to the left (the point can also be done before you ask them to move on), and with the right hand lay hold of the near wheeler's rein and help him strongly to the left; all these orders must be quickly done; keep going as far as you can, so as to leave a good three yards behind the coach's right-hand wheel, then leave go the point and the wheeler's rein together. At this moment take hold of the two right-hand

reins with the full right hand, and lower or drop your left, and pull vigorously with your right, at the same time saying "Whoa!" loud enough for all the horses to hear. This leaves the coach across the street at a standstill *(see position A)*,

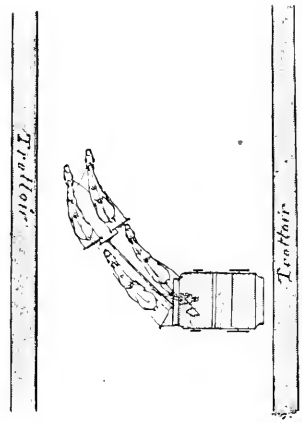


POSITION A

the bed of the coach alone turned to the right.

If you think the reins are a bit long, or your horses are hard to back, take the lot up before asking them to back; put your right hand as for the dead-stop, then slide your hand one or two inches toward you on the left reins, not forgetting

to keep the two little fingers fast on the two right reins. This keeps a stronger hold on the right side while backing. Always be ready to leave go of either rein should a horse want to rear, and do not pull so hard that they do so and fall back-



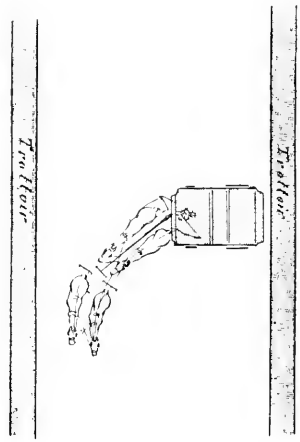
POSITION B

wards. Always ask your backing very gradually and without interruption, if possible, until you see the footboard straight across the street, and, if anything, a bit inclined to the left as you stop *(see position B)*. All these orders must be executed quickly, but without jerking.

Notice: If you wish to stop in rank just before you have backed enough to turn around, you let everything go quickly and take hold of the two left-hand reins and finish your backing; this will bring the coach and horses in one straight line with both hind wheels in the gutter of the sidewalk. Of course the opposite is done when you leave the curbstone at the start.

When you are at this point let go all in your right hand and point gently to the left, not pulling hastily on the rein as it would cause the horses to back, but gently giving little tugs or jerks, which makes them turn in pivoting on their hind legs. They turn in a large circle to the left, you aid them by taking hold of the two left-hand reins with the right hand if help is wanted, and drop your left hand; give your general call, or click, and the horses start off to the left—lowering both hands if you have anything in your right; if not, put your left hand well forward so that the horses can go into their collars *(see position C)*. You must often put the left

hand well forward so as not to stop the horses, particularly if you shortened your reins to back; so it is best not to shorten the reins to back, or, if you do so, to let them out before starting, but that is not easy to do just then.

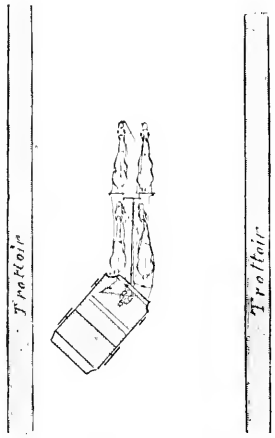


POSITION C

If you are to go back to your starting-point, put the left wheeler's rein over the thumb and your right hand on the two left reins, the middle finger separating them; hold them well, and get as near to the curbstone as you possibly can. Give every order gently, and put on the dead-stop.

Let us now explain the movements to back to the left.

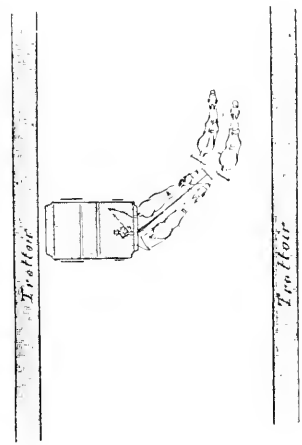
To back around to the left leaving the left curbstone, begin by bringing your leaders back eight inches, in order to have the bars hanging



POSITION D

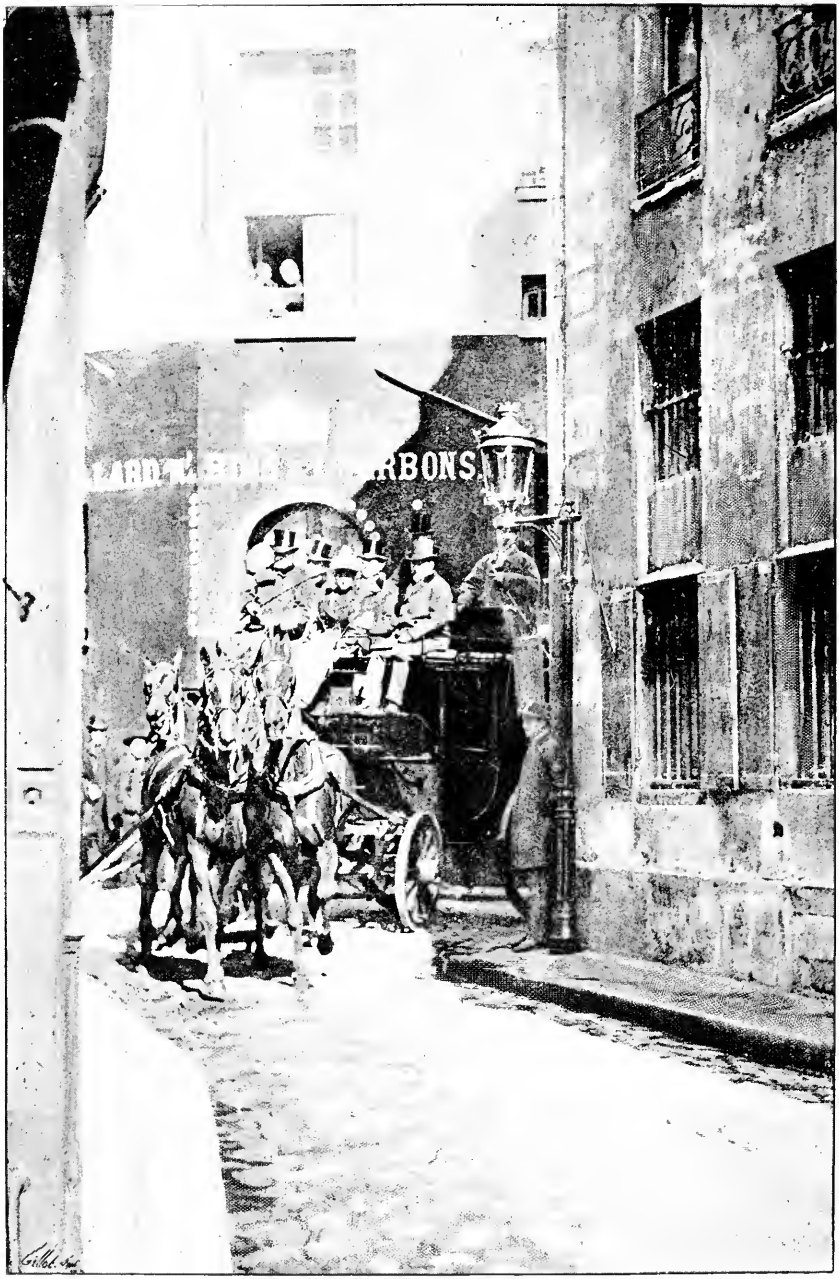
without touching the hocks, point to the right, and give your usual call for the horses to move on ; help your wheelers to the right, keep going as far as you can, but leave at least three yards from the curbstone to your left hind wheel, let go the point and the wheeler's rein, take hold

quickly of the two left-hand reins with your right hand, vigorously pulling them to you, and calling "Whoa!" loud enough to obtain a full stop; of course you drop the left hand so that it enables the lot to come to the left. Just then



POSITION E

the coach is, or ought to be, crossways in the street, the horses and front bed only being turned to the left *(see position D)*. You place your right hand on the left-hand reins, the middle finger separating them, and drawing your hands to you, you obtain the backing; keep on till



Turning an acute angle to the left, Rue du Sabot (see page 117).

your footboard is quite across the street, or, preferably, a little inclined to the right *(see position E)*. At this moment you stop (or just before then you lay hold of the two right reins strongly and drop the left, which pulls you straight if you wish to stop in rank). You point to the right, tugging lightly or jerking, and as soon as you see they are coming around you help them all by putting your right hand on the two right reins and bringing it to you. You then drop, or give, both hands as the turn is finishing, to allow your horses to go into their collars and draw the coach away. Remember, that when you turn to the left the horses go away from you, that is why you have to advance the hand so much; to the right, on the contrary, they come to you, therefore, you have to raise your hands.

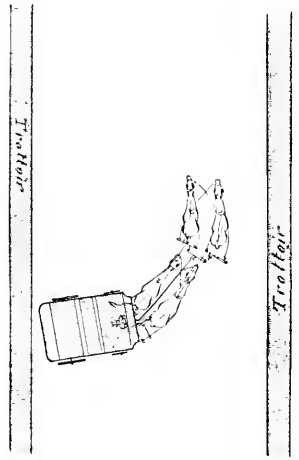
When you have finished backing, should the footboard not be true across the street *(see position F)*, and your quarters rather close, you must start them straight, reset your horses

and front bed, and back again until you gain what room you need.

HOW TO PASS A CARRIAGE IN FRANCE

(IN AMERICA IT IS CUSTOMARY TO DRIVE ON THE OFF SIDE)

When you have to pass a carriage, or any-



POSITION F

thing else in your way, take hold of the two left reins as said, middle fingers between, lower the left hand and draw the right to you towards the right side, to get the maximum of power. If the street is barred on the right side, and there is only just room to get through on the left side,

put the left wheeler's rein over your thumb or wrist, as I have explained before, then take hold of the two lefts with your right hand, always easing with the left hand.

When you have obeyed all these orders on the left, to avoid an obstacle on the right, and the horses refuse to obey, a sharp cut of the whip on the off wheeler's shoulder will carry your team immediately to the left. For the opposite case, a sharp stroke on the left wheeler will carry your team to the right.

Never forget your whip, particularly when you are passing by places where horses might become frightened; a stroke of the whip, given at the right time, may prevent horses from shying, as it changes their minds. You must see if anything is likely to make them shy, but do not strike after they have done so; try to avoid having them see what does not suit them. Never strike with a rein in your right hand.

Have your whip unfurled when you want to spring a hill, but keep the lash, or point, in

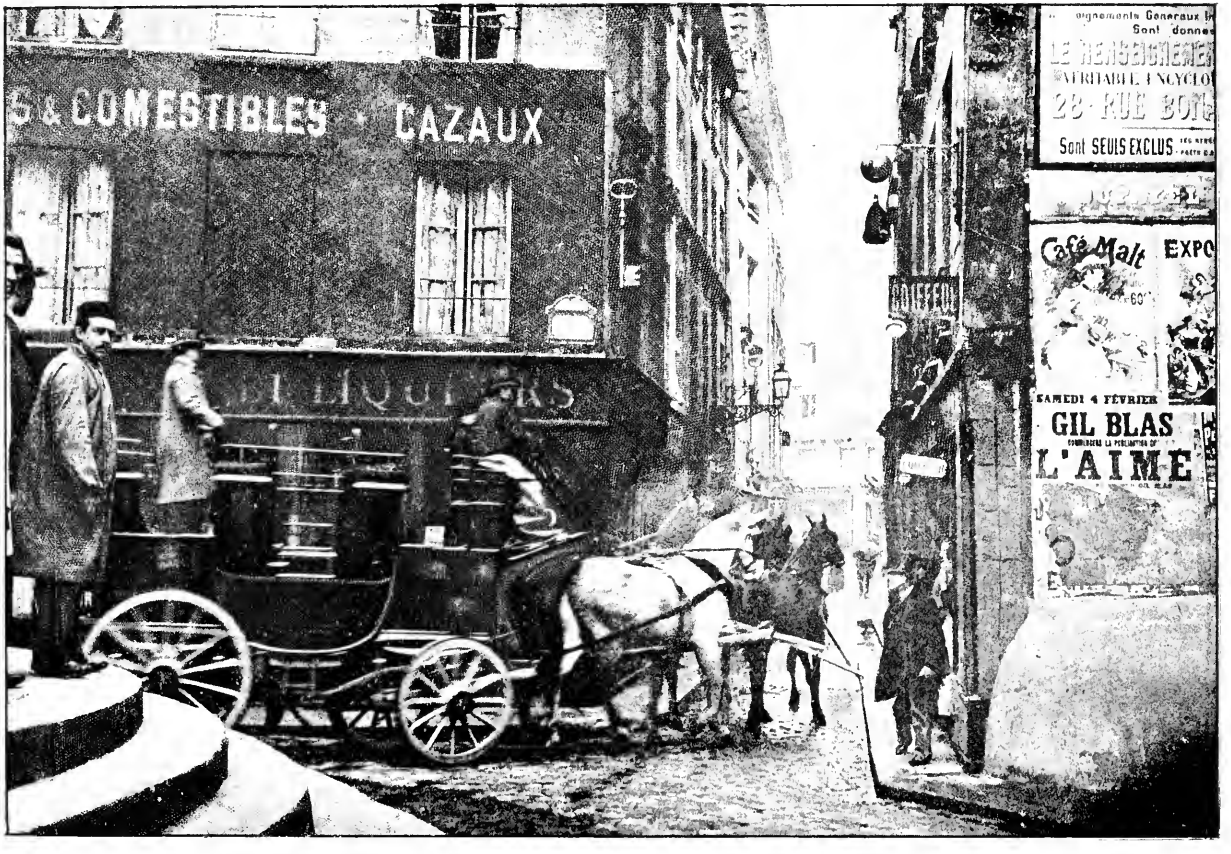
your hand; draw out eight inches of rein for your near leader with the thumb and forefinger of your right hand. While giving that rein, the last two fingers of your right hand can clasp the right leader's rein and draw it out in its turn. It is easier to draw one rein after the other than both at once. If you try this you can prove it. It is better, too, because the leaders bear generally to the left and they are put straight by giving the near rein first, without being obliged to draw so much out for the off leader. When you have given the leaders this head-room, give them your usual call and gently drop your left hand, but do not throw your hand forward, to start them into a gallop or a canter If you see that a leader is not ready, give him one or two cuts with the whip. If neither are ready to start, snap your whip between their ears should they want waking up; this can be done without letting the wheelers hear. Should a wheeler want help to start into a gallop, and not a leader, double your thong and give him

one or two cuts; or, if you have hit a leader and are in a hurry to hit a wheeler, bring the end of the long thong around him.

We are now near the top of the hill; put the middle finger of the right hand between the leaders' reins, clasp them by raising them a little, and take them out of your left hand horizontally; bring your right hand to you behind the left and put the reins quickly and well in their place in the left hand; then the dead-stop—but only use power enough to bring the horses down to a trot. This is at all times the way to bring the leaders back. People are wrong to pull on all the horses when they want to stop, for it is often the leaders who are pulling on the end of the pole that will not obey the stop, for all the power used. To obtain the stop without great effort, it is sufficient to bring the leaders back first, and the stop produces itself without difficulty.

Never make a noise with your whip if you can help it, for it excites the horses that are not struck. Always have your horses well in hand

before striking; it prevents you having to pull them with a deal of power after the stroke. Always be prudent and keep your team straight in front of you. For this there are several ways. The two reins which want the most fitting are those of the off leader and the near wheeler; I call them the two centers, being together between the index and middle fingers, the leader's rein on top of the wheeler's. They always run out and cause the leaders to be to the left and the wheelers to the right. Pinch with the thumb of the right hand on top, and the forefinger underneath, these two centres at about one inch from the left hand; ease the left fingers while the right hand is pushing the reins back into the left hand; do this over and over again until the team is straight, but if you take more than one inch the leather bends and the work is not done properly. Another way is to take hold of the same two reins with a full right hand, the thumb towards the body one inch only from the left hand, and keep on pushing them in until the horses are



Turning into the Rue des Anglais from the Rue Donat (see page 140).

quite straight. If the horses are very much on one side, put your right hand under the left and take the two middle reins by feeling for them about four inches below the left hand, push the off wheeler on one side and take hold of the next two reins and draw them to you six or eight inches or more, till the horses are straight. It is not often one uses this last way, as it is best not to let the horses get so far wrong.

Suppose the leaders are bearing to the right and the wheelers to the left, pick up your near leader quickly at eight inches from your left hand, take the rein out of your left and put it in again at the right length; do the same for the off wheeler, and this puts the team in a straight line. If your left hand is tired, take the four reins between the middle and index fingers of the right hand, close up behind the left, and clasp them; then open your left without taking the reins out, and keep working your fingers to relieve them if they are cramped. This is also the way to shorten or lengthen the whole lot

of reins. If you want to rest the left hand you can do so by putting all the reins in your right hand in front of the left, the right-hand middle finger between the two left reins, as for the dead-stop.

If you want your left hand for anything, put all the reins in your right hand placed between the same fingers as in the left; keep the hand well in front of you, or even rather more to the left, or all the team will run to the left. To have your right hand at liberty, put the whip high up in the left hand under the thumb, so that if you have to deviate to come to the right you can lower your left beside your thigh; in this way the whip handle will not interfere with your motions since it is not below your hand.

When you arrive at your destination, unbuckle your handpieces and throw them on the wheeler's backs as near the pads as you can, the right-hand ones to the right and the left-hand ones to the left. They should be thrown with the arm, and the movement should not be followed by the body; do not do this until the men are at the horses'

heads. When you get down from the coach, intending to remount, put all the reins in your right hand as you did when you mounted at first, lay the whip across the wheelers' backs and hang the reins as they were before taking them up: that is, either the buckle ends drawn through the pad terrets, or fold them and with the left hand pull away the hame tug and pass them between the pad and the hame tug and pad strap.

It is disagreeable to have a horse that is always galloping; if you have three horses trotting ten miles an hour and one that can only do nine, put them all at the latter's pace and all will go well. Some people may say you do not go fast; but your horses are going well, and you know the reason why.

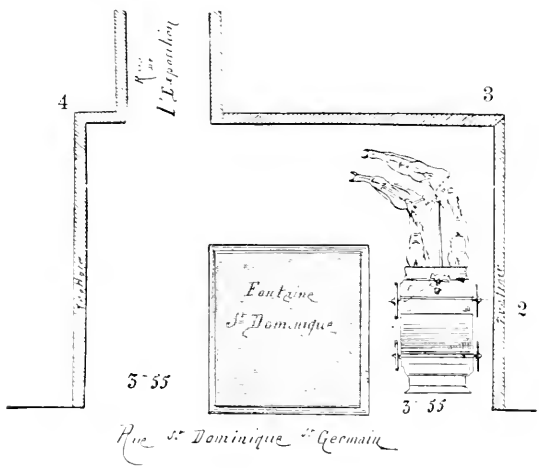
I will mention a few of the corners well known by my pupils, such as those of the Saint Dominique Fountain, the Rue du Sabot, the Rue des Anglais, the seven corners and the turn of the Belle-Mere. These places are not made to amuse one's self with all day, but it is well to know how to be

able to get out of difficulties when they turn up. Many pupils have qualms of fright when they see these difficulties. Keep quiet, sit down and move only your arms. Always have your reins well fitted when there is something difficult to do, and do not forget the whip, nor have it twisted forty thousand times around the stick.

TURNING AROUND THE SAINT DOMINIQUE FOUNTAIN

Going towards the Saint Dominique Fountain from the Pont de l'Alma, we turn to the right into the Rue Saint Dominique and are sixty yards from the fountain. These are the rules to be obeyed: Pick up the leaders eight inches, keep all the team to the right by keeping your hand down towards your left thigh, go by the fountain; but just as the leaders get at the level of the gutter (1) point the left leader, and help the two wheelers if necessary, drop the point, and keep all the team along the curbstone (2) by turning the left hand to the left toward the thigh. When the leaders get to angle 3,

point them to the left, and with the right wheeler's rein keep them well up to the angle (3). Let the point go and keep your team to the right; when your leaders' heads are at angle (4) point your left



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leader, and with the off wheeler's rein keep on opposition enough to clear the last corner. You then come into the Rue Saint Dominique, turn left or right or go around again if it suits you, having a little hand-cart extra somewhere to allow you less room.

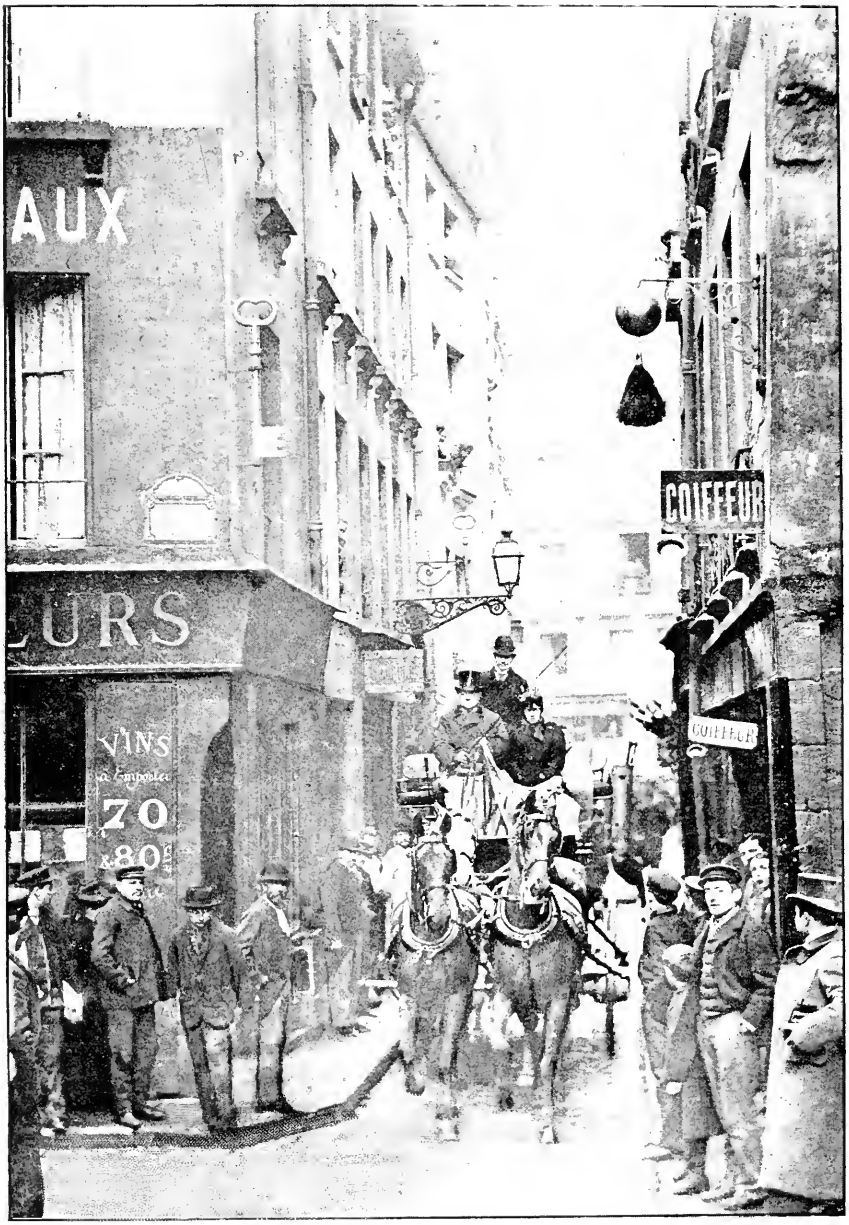
TURNING INTO THE RUE DU SABOT

Going toward the Rue du Four by the Rue du Dragon, point at the first street to the left, and, if necessary, again loose the point at fifty yards from this point to the left, but remember we are going into the Rue du Sabot and have a steep descent to make. See at once if in the narrow part it is blocked, so as not to get in too far; for you could not get out again, as the street is only as wide as the coach. Keep going, and bring your leaders back, put the near wheeler's rein over the thumb and ask two points to the right. When it is time, and your horses are even with the first cross gutter, then help them all around at the last moment. Give all the orders as you get into a straight line, and steady yourself in the middle of the street.

I have often been obliged to back out of this street when it was blocked.

TURNING INTO THE RUE DES ANGLAIS FROM THE RUE DONAT

Now let us go to the Rue des Anglais, an



Turning out of the Rue des Anglais into the Rue Donat (see page 141).

ugly little street that finishes the Boulevard Saint-Germain; it is better to go along the Rue Donat, your leaders well back in hand, with two inches of opposition on your right wheeler, your hand well in its place; this keeps your coach bearing to the right. At the level of the corner point your near leader, and then help all to turn to the left: as your right opposition held your wheelers to the right, so must you also help them at the last moment to come to the left, give all orders, and the turn is finished. It is the sharpest angle I know of. Keep straight on to come out of the street, and turn to the left.

Always be ready to stop when turning into such streets, for you can only see what is in the next street after the four horses are fairly in it.

TURNING THE CORNER OF THE BELLE-MÈRE

The corner of the Belle-Mère is near the Arc-de-Triomphe, so we go along the Avenue Mac-Mahon, cross the Rue Tilsitt and keep going down the hill; put the brake on and the first

street to the left is an acute angle with steep hills both ways. This is the Rue Montenotte; the entrance is seven yards wide, and the right-side curbstone is one yard lower than the left.

This is where you are apt to turn over if you come too quickly. Take off the brake and give your leaders some rein to climb the hill, then immediately take them up again to be able to turn in the Rue de l'Arc-de-Triomphe, and put the opposition, or left wheeler's, rein over your thumb and make two points to the right; put the brake on again, for the hill is a stiff one, let the points go as also the opposition, and keep hold of the four reins to steady the horses.

It is this corner that makes the costermongers so frightened. They do not know where to go when they see the team coming around it. Keep going and we will have a canter up Avenue Carnot; take the first of two left-hand streets, give your leaders some rein and ask them to canter; near the top of the hill bring back your leaders and put on the dead-stop to steady the coach,

having now to cross the railroad. Then we go towards the Avenue du Bois, to turn the seven successive corners.

TURNING THE SEVEN CORNERS

Take the second street on your right in the Avenue, then the first to the right, this being the first of the seven turns; first to the left (second turn), again, first to the left (third turn), then at once put the rein over the thumb to keep to the left, then point to the right when the leaders' forefeet are in the gutter, put on the brake, let go the point and then the opposition, help to keep them straight to steady the coach on the descent which you have now reached (fourth turn). Then a left turn; take off the brake, and keep all to the right; point your left leader; give rein enough for the hill (fifth turn), and have all your orders ready for an acute angle to the right (sixth turn); continue straight on, pay attention to the decline; then comes an acute angle to the left, leaving macadam to turn on to asphalt

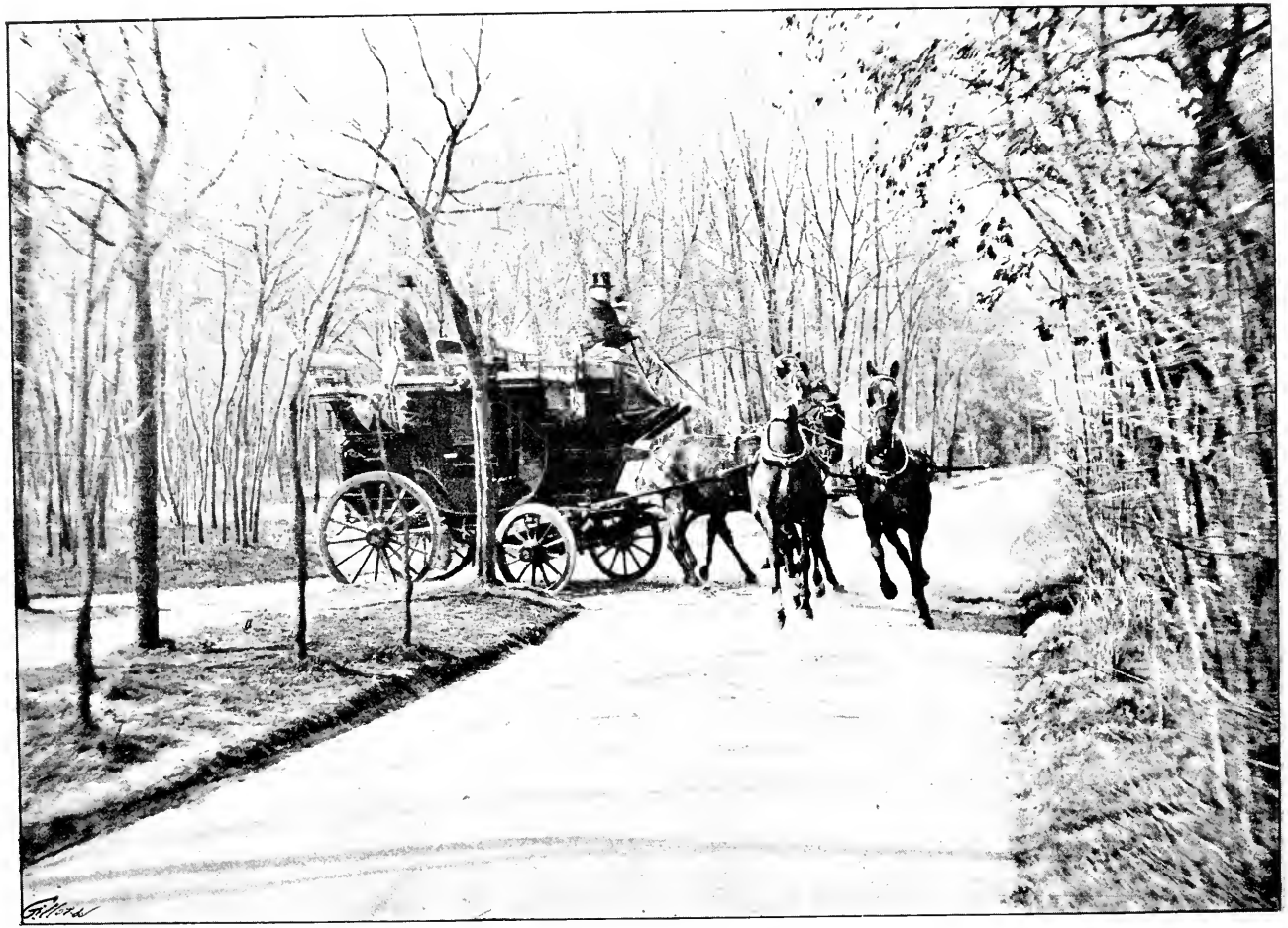
(seventh corner). Always be careful when you change your paving, for a horse is surprised at the change and easily slips up, particularly in turning an acute angle.

I am often asked, "Why does that horse canter?" It is often because he is too willing to travel; he puts out all his courage. It should be the care of the one who is driving to see that such a horse does not work too hard.

When you are driving four horses, all the horses ought to work equally, especially when going up hill. Remember this and you will find yourself the better for it some day.

If the coachman drives his horses carefully he will make the lazy ones do their share of the work; then the good horse will never think of doing more than his share, and will keep trotting.

I remember, some time ago, an amateur going to a race-meeting on a coach full of friends, thinking more of the conversation than of driving his horses. Nevertheless, the coach kept going and that satisfied him. On getting to the hill of



Turning an acute angle to the right (see page 112) in the Bois de Boulogne; between the Pavilion d'Armenonville and the Boulevard Maillot.

Marly-le-Roi, and feeling the pace die off, he called to his horses to excite them, still keeping up his conversation. Thanks to his repeated calls they kept on going till they reached the top of the hill; unluckily, only one horse obeyed the master's calls, and he alone drew the coach to the top of the hill. The horse's power of endurance having a limit, the poor beast fell dead as he got there; the driver, undoubtedly, never thinking that he had killed his brave worker. He was obliged to keep on with his party with only three horses.

If you go by the Avenue Fitz-James at Marly-le-Roi, a bit further than the horse-pond and opposite a fountain, you can say: "That is where the good old horse died," as in the English hunting song.

Always think of what you are doing, as well at play as at work; it is but your duty.

Let me be allowed, before finishing, to relate an interesting story or two:

Some gentlemen protested that I could not

furnish a coach, with one change of horses, to go from Paris to Chantilly in three hours; the bet was easily won.

The coach reached the Octori in two hours and twenty-one minutes, and the Hotel d'Angleterre in two hours and twenty-four minutes, the pace being eleven and one-quarter miles an hour. One of the gentlemen asked me, before starting, if there was any chance of my winning; I answered, "That it was won; for if we only went ten miles an hour we could do it."

I was running on the road, one day, with a well-known prince, and, for several consecutive runs of two-and-a-quarter miles we arrived at the milestones in exactly fifteen minutes by the footboard watch; this on a thirty-seven mile journey. The prince could not understand how one could drive at such a regular pace.

Many persons think that they have only to drive a road coach to be good coachmen. These people are mistaken. In France you need a certain amount of skill to avoid the carters who,

when they hear the horn, seem to get purposely in the way. In England, on the contrary, the coachmen are helped when coming into London by everyone clearing the way when he hears the coach coming.

I like to run on the road: I have done a good deal of it and would like to do more: but to learn to drive, one hour's lesson in the town is worth more than fifty miles of road, for often when on the road one does not drive but lets the horses run on.

The road is very agreeable with its greetings and salutes. Driving is a sport that gives a great deal of pleasure to those who can say, "I have driven my horses."

FINIS

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